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APPENDIX TO THE JOURNALS

385

OF THE

SENATE AND ASSEMBLY

OF THE

TWENTY-SIXTH SESSION

OF THE

LEGISLATURE OF THE STATE OF CALIFORNIA.

Volume VI.

SACRAMENTO:
STATE OFFICE . . . . . JAMES J. AYERS, SUPT. STATE PRINTING.
1885.

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FIFTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

FOR THE

YEAR ENDING DECEMBER 31, 1884.

SACRAMENTO:
STATE OFFICE.....JAMES J. AYERS, SUPT. STATE PRINTING.
1885.

MEMBERS OF THE BOARD.

G. J. CARPENTER, First District.....Placerville, El Dorado County.

W. P. HUMPHREYS, Second District.....San Francisco.

W. W. FOOTE, Third District.....Oakland, Alameda County.

OFFICERS:

W. R. ANDRUS.....Secretary.

J. P. CARROLL.....Bailiff.

E. A. GIRVIN.....Stenographer.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS:

No. 14 Dupont Street.....San Francisco.

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FIFTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners.

REPORT.

To his Excellency GEORGE STONEMAN, *Governor of California:*

For all the purposes of its administration, this Commission is a separate and independent office. Within its sphere of power and duty it has no superior. As its last official act for each preceding year, it is required to report, not to the chief of a subordinate staff or bureau, but to the Governor of the State; and if the following clauses of Section 22, Article 12, of the Constitution may be presumed to mean what they say, "the act of a majority of the Commissioners shall be deemed the act of the Commission," and "said Commissioners shall report to the Governor, annually, their proceedings and such facts as may be deemed important;" it is, therefore, respectfully submitted, that while the report of this Commission is subject to animadversion and criticism, there is no constitutional ground upon which to park the guns of a hostile minority. It is not to be made the convenient vehicle of its assailants, but should be printed and bound, in form and substance, as it comes certified from this office, and in accordance with its lawful requisition. If, therefore,

THE CONSTITUTIONAL COMMISSION IS THE COMMISSION,

It is alone competent to determine what its record shall be, and what its report shall contain. In the exercise of this necessary and exclusive power, it prepared and transmitted to your Excellency its fourth annual report, duly adopted, and signed and certified by its Secretary, with an official requisition for two thousand five hundred printed copies. In due time an *imposed copy*, properly indexed, was received from the Superintendent of Public Printing, and with final corrections returned as originally submitted, in form and substance the report of the Commission. That it would be issued, as thus received from this office, was not only a presumption of law, but also of appearances. That it was, nevertheless, sent out with a companion piece, by Commissioner Foote, never submitted to his colleagues, and styled by him a "review," a "communication," and a "report of my own," is a fact of which the book itself is the best and only evidence. Of the

PRIVATE COMMUNICATION THUS THRUST UPON ITS LAST REPORT,

This Commission has never had, or taken, and, except for the purpose of this protest, never can have, or take the slightest official notice. The reply, if any shall be made, must be to a private communication, published, as stated, under the *imprimatur* of your Excellency, and not for any purpose entitled to publication by the

State. But waiving, for the present, exceptions to the communication *per se*, and those which might be taken to its publication, it should, once for all, upon the plainest principles of law, justice, and common sense, be distinctly understood that the inevitable minority of this Commission never was or is, upon any assumption of incompatible "good faith," a separate institution. As a negative adjunct to the Commission, it may exercise a dissenting but not a divided authority. As one member of a constitutional body, two of whom must unite for all practical administrative purposes, his acts take an official character only when submitted to his colleagues. And if there be in official comity or contemplation of law such record as a minority report, it must go to the same antecedent subjects as the regular annual report, and be made within the time and in the mode prescribed by the Constitution and law, within the purview of which the Commission is the tribunal of last resort. Hence there can be no color of authority in any member or ministerial agent of this Commission to publish, as its own act, a querulous "review" of its annual report, and a scattering proclamation of hostility to its administration. It is, therefore, respectfully submitted that the publication by the Executive Department of the State Government, without requisition or authority, of such a *redundant afterpiece as a report upon a report*, was one of those inadvertent mistakes which should not be made a precedent.

THE COMMISSION A NEW OFFICE—ITS FIRST AND SECOND ADMINISTRATIONS.

The Railroad Commission of this State, as at present organized, has been but five years in existence, and is comparatively a new office. It has not, however, been administered altogether by new men. Its first administration, fortunately for the important interests in its safe and conservative keeping, is generally accredited to prior service and ripe experience in an analogous position. The result was, at the end of three years, three reports and one schedule of freights, introduced, and pressed to its passage, by Commissioner Cone. This administration, in two years, has made two reports and adopted three schedules, reducing and establishing rates of fare and freight. A full and accurate statement and exposition of the law and the facts, the principles and practice, the methods and measures, and the orders and decisions, by which it has put the office in working order, and thus far proceeded, will be found in its fourth annual report. Of the standing rules and orders, thus formulated and adopted, only such as have a continuing operation and force are brought forward into this report.

AMENDED RULES OF PROCEDURE.

The following amended rules of procedure were introduced by Commissioner Carpenter, on the nineteenth, and unanimously adopted on the twenty-sixth day of February, 1883. They define the functions of the Commission, simplify the pleadings, restrict the evidence and determination to the parties and the issues in the case, and subject only to the statute, abolish dilatory proceedings, and deny rehearings in cases decided, except upon the record, within ten days thereafter:

AMENDED RULES OF PROCEDURE OF THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

[Adopted February 26, A. D. 1883.]

RULE I.—To regulate, establish, or change the rates of charges and schedules of fares or freights of any transportation company in this State, said Commissioners will proceed upon their own motion, or upon the complaint of any person or persons demanding relief, and having an interest therein.

RULE II.—In any case of alleged extortion, discrimination, or other abuse, by any transportation company in this State, subject to the cognizance and control of said Commissioners, they will proceed, upon the complaint of the person or persons injured thereby, to hear and determine the cause of such complaint, and will exercise the remedial and judicial powers conferred by the Constitution, as required thereby, to wit: "In the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Courts."

RULE III.—Such complaint as aforesaid, when presented at the office of said Commissioners, shall be filed by the Secretary, who shall, at the request of the complainant, issue a summons thereon.

RULE IV.—The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service thereof.

RULE V.—The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
2. If by any other person, his affidavit thereof.

RULE VI.—From the time of the service of the summons and the copy of complaint, the Commissioners shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE VII.—The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.
3. A demand of the relief claimed.

RULE VIII.—The defendant may, within the time required in the summons to answer, object to the complaint upon the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.
2. That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880.

RULE IX.—If the objection be sustained, the complainant may amend his complaint. If the objection be overruled, the defendant may answer the complaint.

RULE X.—The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense, or in mitigation or explanation of the charges made in the complaint.

RULE XI.—The complainant may, upon service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may amend his answer.

RULE XII.—The complaint, answer, and demurrer must be subscribed by the party, his authorized agent or attorney. The complaint and answer must be verified, as required by the Code of Civil Procedure in civil cases.

RULE XIII.—Upon the appearance, answer, or default of defendant, the Commissioners shall promptly hear and determine the cause of complaint, and upon the law and the facts shall render and file in their office a decision, in writing, signed by the Commissioners concurring therein. Within ten days thereafter, upon a petition by either party, based upon the record in the case, such decision may be modified or changed by order of the Commissioners, setting forth the reasons therefor.

RULE XIV.—The Secretary of the Commissioners must keep a calendar of cases pending before them, in their chronological order; and in a suitable book, properly indexed, shall enter all orders and decisions of the Board.

RULE XV.—The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds, and degrees, production and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVI.—These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect in ten days thereafter.

RULE XVII.—These rules shall be in force from and after the first day of March, 1883.

STANDING ORDER TO EXPEDITE THE PREPARATION AND SERVICE OF SCHEDULES.

On the fifth day of September, 1883, Commissioner Carpenter introduced a standing order to expedite the preparation and service of schedules, which is self-explanatory. On the fifteenth day of the same month it was adopted unanimously, and is as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

WHEREAS, By Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that: "Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the Constitution, said Board shall serve a *printed schedule* of such rates and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station-houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours. And, whereas, it is further provided in said section and Act that the rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect the twentieth day after service of said schedule of rates, or changes of rates, upon the person, copartnership, company, or corporation affected thereby, as herein provided." And, whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And, whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule; and, whereas, it is competent and proper for this Commission, when it shall "*establish or adopt* rates of charges," as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid:

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof in the usual form for convenient use as aforesaid, the Secretary of this Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be affected thereby.

And it is further ordered, That upon the completion of any schedule of rates and charges, so drafted and prepared as aforesaid, the same shall be submitted to the Commission, and it shall be "established and adopted," as aforesaid. A certified copy of the order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copy of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided,* that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

LEGISLATION SUGGESTED.

This standing order relates to the office work of the Commission, and to its most important duties. It conforms to the simple and definite methods of the Constitution, which terminate in orders and decisions. But there is, also, the Statute of 1880, Chapter 59, Section 11, which imposes upon the Commission the endless mechanical labor of preparing "printed schedules" of the rates of fares and freights it establishes or adopts and is an unreasonable and ungrammatical supplement to the Constitution. It makes the Commission, in the matter referred to, a sort of one clerk inconvenience to the companies subject to its jurisdiction, without their force or facilities for doing the work required, and to the manifest detriment of all concerned. And, while acknowledging accommodating waivers of the cumbersome

service required of the Commission, they are regarded as pertinent admissions of what the law should be. It is, therefore, respectfully urged that Section 11, *supra*, be so amended as to require of the Commission only those constitutional determinations, known as orders, or decisions, in compliance with which the company or companies to be affected thereby, shall be required, within a reasonable time, to tabulate, print, and post the necessary schedules.

REFORMED RETURNS RECOMMENDED.

In this connection, and for reasons which will be made apparent by an examination of the stereotyped annual statements of railroad companies, filed in this office, copies of which will be found in this volume, it is recommended that the several transportation companies owning or operating railroads in this State, be required to make verified returns and reports of all matters touching the ownership and operation, the condition and management of their respective roads, at such times, and in such manner and form, as this Commission shall prescribe. And the Commission should be empowered and required, with due regard to the convenience and established regulations of said companies, and each of them, to prepare, in time for use, blank forms of such return or report, and to change and amend the same as shall be deemed expedient. By this method of bringing returns to the point and purpose for which they are required, it will be possible to substitute more important information for stale repetitions, signifying not much if anything; and the reasonable requirements of the Commission, for the habitual courtesy of railway officials.

JURISDICTION OF FOREIGN CORPORATIONS.

It is only by due process of law that any official act of this Commission can be supported or enforced. The validity of every order, decision, and proceeding rests upon jurisdictional facts of record, the first of which is service of process upon the proper party. If it be a foreign corporation, having its principal place of business in another jurisdiction, and operating a railroad in this State, it is required by the Act of April 1, 1872, to file, in the office of Secretary of State, an appointment, designating, by name and residence, some person upon whom process may be served. As for all the purposes of such appointment, it should be made a record of this office, it is recommended that any foreign corporation, operating a line of water or rail transportation in this State, be required to file in this office a written appointment, duly made and authenticated by its corporate seal, designating some person, residing in this State, upon whom all legal process and official papers may be served. It should also be required to show, by a statement in said appointment, or otherwise, whether it is operating such line of transportation as owner or lessee, and if as lessee, the terms and conditions of its lease.

NEW POWERS AND DUTIES.

Thus far the Commission has only outlined "such further powers" as are clearly contemplated and authorized by Section 22, Article XII, of the Constitution. They go to the exercise of powers already possessed, as means to an end. In a power conferred, with the

means necessary to its exercise, is implied the correlative duty to be discharged. But an official duty without corresponding advisory or other power, if supposable at all, can subserve no useful purpose. Hence, to confer upon this Commission visitorial supervision over the railroads of this State, corresponding to that of like tribunals in other States, involves the imposition of new duties, coupled with appropriate advisory or administrative authority. The power and duty to "establish or adopt rates of charges on railroads," has never been extended to their general management. If done at all, it must be by further legislation, the expediency of which is the only question to be determined. It has two sides, and if this Commission could not consider both with the dispassionate fairness of an impartial judge, it would be unfit to exercise the contemplated power.

The onus of showing the utility of change is always upon its advocates. That none is urged, or should be made, by reason of any pretended conflict of rights or interests between the railroads and their patrons, may be conclusively presumed. That the most moribund monopoly of a franchise for public use, worth nothing for any other purpose, has a vital selfish interest in its safety and convenience, must be admitted. That the most enlightened self-interest and knowledge inspired by railroad enterprise are not sure guarantees of careful and accommodating service, is not always to be attributed to its magnitude or hazards. That the highest order of mind and manhood, while marshaling the forces and factors of railroad management and industrial development, could sometimes profit by prudent advice and warning, is attested by casualties and accidents, some of which might have been prevented. That the legal liabilities of railroad companies, for the wrong or negligence of themselves or agents, are not a sure safeguard of life and property, is affirmed in actions for damages, by the verdicts of juries, and the judgments of Courts.

Thus, upon such considerations of law and fact, as may be predicated of all railway management, the Commissions of other States have been invested with such visitorial and remedial powers and duties as have brought them into their most useful and friendly relations with railway companies. By authorized inspection and findings of fact, touching the facilities and instrumentalities of transportation, and power to advise or order repairs and betterments, they exercise a watchful and suggestive supervision, conducive to the safety and convenience of all concerned. It is thus that corporate self-government is subjected to such and so much State control as carries with it the official evidence and assurance of reasonable regulations—suitable facilities, and the safest attainable and most accommodating management. It is, therefore, recommended that the inspection and finding of facts, which would otherwise be an idle display of unofficial intermeddling, be required of this Commission; and that its general supervision of railroad and other transportation companies in this State be accompanied by such appropriate powers and sanctions as shall insure compliance with its authorized orders and decisions.

THE HUMPHREYS PASSENGER SCHEDULE.

The Humphreys schedule of passenger fares, establishing maximums of four and six cents per mile on the roads owned and operated by the Central Pacific Railroad Company, is still in force. As

Exhibit E of this report, it is republished, with comparative columns of old and new rates for convenient reference. Upon the common sense theory of differential, as opposed to uniform rates, it is adjusted to the volume and vicissitudes of passenger traffic on the roads, branches, and divisions of roads to which it applies. It does, by graduation of rates to service, substantially what is done by classifications of roads in Missouri, Ohio, South Carolina, and Wisconsin, inall of which, by legislative enactment, rates range from three to four cents per mile: and in neither of which are there any such constant factors of cost, in construction and operation, as Mojave Deserts or Nevada and Tehachapi Mountains. And in connection with this statement, attention is called to that of the Central Pacific Railroad Company, verified and filed in this office for the year 1883, Appendix I, page ——, as follows:

Highest rate of fare per mile for any distance (excluding one mile) prior to August 19, 1883	10 cents
After August 19, 1883, reduced to (order of Board of Railroad Commissioners)	6 cents
Lowest rate of fare per mile for any distance (single fare) main line	1.66⅔ cents
Ferry, single fare	1.05 cents
Ferry, commutation	.40 cents
Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.65 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.42 cents
Average rate of fare per mile received from passengers to and from other roads	2.88 cents
Average rate of fare per mile per season ticket passengers, reckoning one round trip per day to each ticket	None
Average rate of fare per mile for all passengers	2.73 cents

Upon this exhibit of diversified and average passenger rates, reconsidered and tested by the conditions of service, it is now, as it was on the nineteenth day of August, 1883, the deliberate judgment of this Commission, that the maximums established conform to the right rule of decision, and are just and reasonable. Without the favor of assuring approval, or the fear of forbidding opposition, by reason of the law and the facts, the Commission made and now adheres to its decision. And as railroad management, like successive administrations of this office, is only relatively good or bad, it remains for the present incumbents of this Commission, in the fifth year of its existence, to say in justice to all concerned, that nowhere and by no agency, is better, cheaper, or more accommodating service rendered to the traveling public than by companies owning and operating railroads in this State.

COMPLAINT OF W. H. ROBINSON.

At a session of the Commission, at its office, in the City of San Francisco, on the fifteenth day of February, 1884, the case of W. H. Robinson vs. The Central Pacific Railroad Company was considered and decided. The facts and principles involved, as shown by the pleadings and papers on file, are stated in the opinion by Commissioner Carpenter, as follows:

W. H. Robinson, *Plaintiff*, vs. The Central Pacific Railroad Company, *Defendant*.

In this case plaintiff alleges that on the seventh day of April, 1883, he delivered a certain dental lathe, unboxed, for shipment on the

railroad of defendant, at its Sixteenth Street station, in the City of Oakland. The complaint also alleges that the defendant refused to receive or to transport the said dental lathe unless boxed by the plaintiff, to his damages in sums specified. It fails to state the direction or destination of the proffered freight, and as there is no verification of the papers filed as an "amended complaint," in which the omission is supplied, it is nowhere averred. But as this Commission has no jurisdiction of a cause of action sounding in damages, the omission is not material, and works no injury to plaintiff. For any damage which he may have suffered from the cause alleged, his remedy is clearly and conclusively in the Courts.

The only remaining question upon which he invokes the judgment of this Commission, relates to the classification of the rejected freight. Its similarity in form and bulk to the sewing machine, of which it was constructed for dental purposes, being admitted by the pleadings, it seems reasonable, as plaintiff insists, that it should be included in the same class of freight and accorded the same facilities of transportation. It has been so classed by Circular No. 340, issued by defendant to its agents, amending local classification and providing that, "sewing machine frames, used for lathes or similar purposes, will take same rate as sewing machines."

This regulation covers the only question presented of which there can be any pretense of jurisdiction in this Commission.

It is, therefore, ordered that the case be and the same is hereby dismissed.

(Signed)

Wm. P. Humphreys.
G. J. Carpenter.
W. W. Foote.

THE ATLANTIC AND PACIFIC RAILROAD COMPANY, A FOREIGN CORPORATION, OPERATING A ROAD IN CALIFORNIA.

From and since October 1, 1884, the Atlantic and Pacific Railroad Company, a foreign corporation, having its principal place of business at Albuquerque, in New Mexico, has operated the Southern Pacific Railroad, Colorado Division, a distance of two hundred and forty and thirteen hundredths miles, from Mojave to The Needles, in this State. The schedule rate for passenger fare between said stations is six cents. Being informed that said company was charging eight cents per mile, supposed to be its New Mexican rate, between said stations, the Secretary of this Commission was directed to inquire of W. C. Dennison, General Freight and Passenger Agent of said New Mexican road, as follows:

Office of the State Board of Railroad Commissioners,
San Francisco, October 16, 1884.

W. C. Dennison, Esq., *General Passenger and Ticket Agent Atlantic and Pacific Railroad Company:*

Dear Sir: Will you, at your earliest convenience, oblige this Board with a copy of your local passenger tariff, now in force over the road under your management from Mojave to The Needles.

Yours respectfully,

W. R. Andrus, Secretary of the Board.

The reply received is as follows:

ALBUQUERQUE, N. M., October 20, 1884.

W. R. ANDRUS, ESQ., *Secretary Board of Railroad Commissioners, San Francisco:*

DEAR SIR: Replying to yours of the sixteenth instant, our passenger tariff between The Needles and Mojave is eight cents per mile. We are operating this portion of the road under United States Government charter.

Yours truly,

W. C. DENNISON, G. P. A.

At the next meeting of this Commission, letters were read from Colonel J. J. Tobin to Commissioners Carpenter and Foote, complaining of an overcharge by said Atlantic and Pacific Railroad Company, on said division, of two cents per mile in excess of schedule rates.

Thereupon, to ascertain if said offending company had filed in the office of Secretary of State, of this State, the designation of some person upon whom process against said company might be served, as required by the Act of April 1, 1872, Commissioner Carpenter introduced an order, which was adopted, as follows:

It is hereby ordered that T. L. Thompson, Secretary of State, be and is hereby requested to furnish this Commission a certified copy of any statement filed in his office by the Atlantic and Pacific Railway Company, a foreign corporation doing business as a common carrier in this State, designating its principal place of business therein, and some person upon whom process issued by authority thereof may be served.

And the Secretary of this Commission is hereby directed, upon the receipt of such statement, to transmit to the person designated as the proper officer of said company, at his place of business, for correction or explanation, the letter of Colonel J. J. Tobin, complaining of an overcharge for passenger fare on the road operated by said company in this State.

In answer to a letter by the Secretary, as directed, the reply is as follows:

STATE OF CALIFORNIA, SACRAMENTO, December 5, 1884.

W. R. ANDRUS, ESQ., *Secretary Railroad Commissioners, San Francisco:*

DEAR SIR: In response to your communication first instant, inclosing Order 21 of the Board of Railroad Commissioners, I have the honor to inform the Commission, through you, that the records of this office show no statement filed by the Atlantic and Pacific Railway Company upon whom process may be served.

Very respectfully,

THOS. L. THOMPSON, Secretary of State.

Thereupon it was ordered by the Commission that its Secretary should inquire by letter directed to W. C. Dennison, General Freight and Passenger Agent of the Atlantic and Pacific Railroad Company, residing at Albuquerque, New Mexico, what rates of fare his company were charging in this State; and should also transmit to him the letters of Colonel Tobin.

To this inquiry and reference the answer is as follows:

ALBUQUERQUE, N. M., December 2, 1884.

W. R. ANDRUS, ESQ., *Secretary Board of Railroad Commissioners, State of California:*

DEAR SIR: Your letter received. Our passenger rate over the California Division, Needles to Mojave, has been six (6) cents per mile since October twenty-first.

If Mr. J. J. Tobin will send his receipts to me, the excess paid by him will be refunded.

Yours truly,

W. C. DENNISON, General Passenger Agent.

This last official note would seem to end the controversy. The offending company has returned to schedule rates, and will refund, as an overcharge, what it has received in excess of them.

If there was an overcharge, it was so because in excess of established rates then in force. Considered, therefore, as an assurance of "indemnity for the past and security for the future," whether made under cover of a United States Government charter, or none at all, is wholly immaterial.

It was so from the beginning. Whether as purchaser or lessee, the newcomer took the road it is operating in this State, subject to its laws, and with notice of the charter and corporate obligations of its predecessor in interest. Subject to State control, as to all except interstate traffic, it is the corporate obligations and relations of the grantor or lessor that must govern the franchise and its public use. In Brown v. The Railroad Company, 17 Wall., 445, the Court say: "It is the accepted doctrine in this country that a railroad corporation cannot escape the performance of any duty or obligation imposed by its charter, or the general laws of the State, by a voluntary surrender of its road into the hands of lessees."

For analogous cases and same doctrine see Thomas v. The Railroad Company, 101 U. S., 83; York and Maryland Line Railroad Company v. Winans, 17 Howard, 30. Without absolving the chartered grantor or lessor, a new party is admitted to its relations with the community, and is bound by them. Campbell v. M. & C. R. R. Co., 22 Ohio R. 168. "The remedy against the lessee is cumulative only." Bower v. The B. & S. W. R. R. Co., 42 Iowa.

THE SAN FRANCISCO AND NORTH PACIFIC RAILROAD—ACTION OF THE COMMISSION.

On the sixteenth day of November, 1883, Commissioner Humphreys introduced Order No. 15, which is as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It is hereby ordered that the Secretary be and he is hereby directed to notify the South Pacific Coast, North Pacific Coast, San Francisco and North Pacific, Vaca Valley and Clear Lake, Nevada County Narrow Gauge, Santa Cruz, and the California Southern Railroad Companies, to appear before the Board of Railroad Commissioners on the twenty-first day of December, 1883, at eleven o'clock A. M., and show cause why reductions should not be made on their roads, corresponding to those made on the Central and Southern Pacific, and leased lines of railroad.

In pursuance of investigations thus commenced by the Commission, at a meeting in San Francisco, January 18, 1884, on motion of Commissioner Foote it was determined to visit and inspect the San Francisco and North Pacific Railroad, and to hold public meetings at towns in and near its vicinity in the County of Sonoma. The Commission, with its Secretary and Bailiff, left San Francisco February 4, 1884, and in accordance with appointments previously made, held a meeting at the Court House, in Santa Rosa on the fifth, at Healdsburg on the sixth, at Cloverdale on the seventh, and at Guerneville on the ninth of said month.

Having heard and considered the evidence presented for and against the regulations and reductions proposed, and further investigation being waived, the respondent company submitted to the Commission for its approval drafts of schedules showing reductions of about twenty per cent in passenger fares, and of eleven and eight tenths per cent in freight rates.

Having inspected said drafts, and indicated certain prescribed changes therein, they were ordered on file with leave to said company

and in compliance with standing Order No. 16 of this Commission, to print and put the same in force on the system of roads aforesaid. The final order relating thereto, introduced by Commissioner Carpenter, was unanimously adopted, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

The San Francisco and North Pacific Railroad Company, having been required by order of this Commission to show cause, if any it had, why certain regulations, reductions, and changes of classification in its schedules of fares and freights should not be made; and said company having, upon the hearing of said order, submitted to this Commission for its inspection and approval, drafts of schedules making, with certain corrections, the required regulations, reductions, and changes of classifications, and also requested the necessary time within which to correct and print said schedules.

Now, therefore, it is hereby ordered by said Commission, that said drafts, together with the regulations, reductions, and changes of classifications, to be corrected as aforesaid, be and the same are hereby approved and established, and that the corrected and printed schedules thereof shall be filed in this office, on or before the first day of August, 1884, and shall thereupon take effect and be in force on all the roads owned and operated by said company within this State.

Order made and filed at a meeting of said Commission, at its office in the City and County of San Francisco, June 18, 1884.

The printed schedule of passenger fares, and also the grain rates of the new freight schedule, are in accordance with the order of the Commission, and thereby established. Reductions on other classes of freight, so far as they are found to vary from the standard draft on file in this office, are subject to the further order of the Commission, and to such revised schedule as shall conform therewith.

The new rates now in force on the staple products of the populous and fertile valley through which the San Francisco and North Pacific system of roads extends, are from ten to twelve per cent in excess of charges for the same classes of freight on the Central Pacific system. The difference, if there be any reason for it, is for such terminal expenses as breaking bulk and transfer from car to watercraft at Tiburon Point, to which, for the mutual benefit of the road and its patrons, it was completed soon after the change in rates as aforesaid. Its extension from San Rafael to the new terminus, with its safe and convenient facilities, has reduced its water carriage from thirty-four to six miles, and the time from Santa Rosa to San Francisco from three hours and ten minutes to two hours and thirty minutes. The position thus secured within six miles of San Francisco, with which it connects by the best class of ferry steamers, is the key to a system of transportation by land and water the value of which will increase with that of the territory and traffic it controls.

INLAND FREIGHTS.

The schedule of freight rates out from tide-water and terminal points to inland stations, is still in force on the Central Pacific system; and as it has been the subject of much discussion and some ill-informed and invidious disparagement, the estimates and explanations relating to the method and measure of reductions, and the final orders referring thereto, as reported at the beginning of the year, are here inserted, as follows.

After making comparisons showing discrepancies in rates and classifications of freight, without any corresponding difference in cost or conditions of service, Commissioner Carpenter prepared, and, on the nineteenth day of October, introduced, the order following:

[Order No. 13.]

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It is hereby ordered that existing classifications and rates of charge for freight, in straight or m rload lots on all railroads and lines of transportation, and the several divisions and branches thereof, within this State, owned, leased, and operated by the Central Pacific Railroad, shall be and are changed, reduced, and established as follows, to wit:

First—For grain, including all the cereals, from San Francisco, Port Costa, Stockton, and Sacramento, to all other points, and in all directions between the same, or any of them, thirty-five per cent less than existing rates, provided that rates "in," or from tide-water, if not more than twenty per cent in excess of rates "out," or towards tide-water, shall remain as they now are.

Second—For flour and millstuffs of all kinds, in sacks or barrels, from San Francisco, Port Costa, Stockton, and Sacramento, to all other points in the State, and in all directions between such points, twenty-five per cent less than existing rates, provided that when such reduction will make the rate "in" less than the existing rate "out," present rates shall prevail.

Third—Household goods, furniture, farming utensils, live stock, and whatever is comprised in the effects of a family, or described as emigrants' movables, are included with commodities of the fourth class, and for transportation in any direction shall be subjected to the same and no higher rate of charge.

Fourth—For grain sacks, bags and bagging, agricultural implements, wagons and vehicles of all kinds, in all directions, and to all points in the State, twenty per cent less than existing rates.

Fifth—Fence wire, iron pipe, bar, sheet, and Russian iron, horseshoes and nails of all kinds, shall be and are hereby included with third class freight in the existing schedules of said company, and shall be subject to the same and no higher rate of charge.

Sixth—Blacksmiths' coals and table and dairy salt are hereby included with commodities of the fifth class, and shall take the same rate of charge.

Seventh—Wherever, in the existing freight schedules of said company, green fruit constitutes a special class, such class is hereby abolished, and all species of green fruit included therein shall be classed with beans, flaxseed, mustard seed, broomcorn, hops, and California wine in wood, and shall be subject to the same and no higher rate of charge; and whenever, in said schedule, green fruit is included with second or any higher class of freight, it shall be and is hereby included with freight of the third class, and shall be subject to the same and no higher charge.

Eighth—It is further ordered that a certified copy hereof shall be immediately served on said company, and if, within three days after such service, said company shall file with the Secretary of this Commission a written waiver of a separate schedule and of a printed copy thereof, and shall specify therein the time, not exceeding twenty days from the date of said service, within which said changes of classes and reductions of rates will be made and put in force, then, and in that case, said company may make such changes of classes and reduction of rates in its existing schedules and by such circulars to agents and in such form and manner, subject to lawful publicity, as shall be most convenient for inspection and use; and such changes and reductions shall be made in the same form and manner by the Secretary of this Commission in the schedules of said company now on file in this office, and shall take effect accordingly.

On the twenty-third day of October it was unanimously adopted, and served upon the Central Pacific Railroad Company and its leased lines. Thereupon the following correspondence occurred, which is explanatory of the foregoing order and the method of its execution:

CENTRAL PACIFIC RAILROAD COMPANY, OFFICE GENERAL MANAGER,
SAN FRANCISCO, October 26, 1883.

HON. W. R. ANDRUS, *Secretary State Board of Railroad Commissioners:*

DEAR SIR: The Central Pacific Railroad Company owns receipt on the twenty-fourth instant of your communication transmitting copy of Order No. 13, made by your honorable Board.

On the sixth of July last this company entered its solemn protest against reduction in its freight charges, contemplated by your honorable Board. Among other specifications in that protest was one against the injustice of selecting the tariffs of said company alone as a subject for reduction; notwithstanding said company system is made up of branch and leased lines, which, under existing tariffs, could not be operated with profit as separate and independent roads. Order No. 13 is made to apply to all the railroads and lines of transportation, and the several divisions and branches thereof, owned, leased, or operated by the Central Pacific Railroad Company, and no other. The company respectfully submits that the charges upon all of its lines are reasonable *per se*, and that when compared—charges and character of service—with the charges and service of other railroad lines within the State, they are materially lower than those of other lines not affected by Order No. 13, and whose tariff, so far as public knowledge of the purpose of the Commissioners goes, it is not the intention of your honorable Board

to disturb. It must, therefore, protest that in reducing its tariffs under these circumstances your honorable Board is perpetrating a discrimination which, if legal, is unreasonable, unjust, and indefensible. It cannot, therefore, respect Order No. 13, except under protest, which it now enters and wishes spread upon the records of the Board.

Please inform the company: First—Whether it is the intention of the Board that Order No. 13 shall apply to rates of this company's steamer line on the Sacramento River? Second—Whether the following is a correct statement of the intent and meaning of specification "first" of the order: Where the present grain rates "in" from tide-water points are not more than twenty per centum above the grain rates "out" or to tide-water points, no reduction is ordered; that wherever said "in" rates do not exceed said "out" rates by more than twenty per cent, they shall be reduced to that figure; provided, that in no case shall the reduction be more than thirty-five per cent from present "in" rates?

With respect to the eighth specification: The law requires the Board to make a separate schedule, and serve a printed copy thereof upon the railroad company, and that the railroad company shall have twenty days after said service in which to put the tariff in effect over its lines.

This company will waive the service of a printed copy of a separate schedule prepared by the Board, provided it is accorded the necessary time in which to properly do the work said waiver imposes upon it.

A reasonable time would seem to be such as the Board would require to do the work, plus the twenty days allowed by law after service of the Board's printed schedule.

The company will further undertake to prepare and publish the necessary schedules and notices without unreasonable delay, and to do it under the supervision of the Secretary of your honorable Board. When completed they will, under the above protest, be put into effect immediately.

Very respectfully, your obedient servant,

A. N. TOWNE, General Manager.
By J. C. Stubbs, Freight Traffic Manager.

THE ANSWER OF THE BOARD.

In answer to the questions propounded, the following letter, which explains itself, has been sent to Mr. Towne:

Office Board of Railroad Commissioners,
San Francisco, October 29, 1883.

To A. N. Towne, *General Manager Central Pacific Railroad Company:*

Sir: Your letter of the sixteenth instant by J. C. Stubbs, Freight Traffic Manager, acknowledging receipt of Order No. 13 of this Commission, has been received and considered. We find in your communication no reason to recede from the reductions upon which we had determined. And while adhering to the order substantially as it is, we disclaim and deny the alleged discrimination against your company, or any of the roads which it owns or leases and operates. In assuming this control to the extent of our jurisdiction, it was proper to commence somewhere, and we submit that the precedence accorded to the Central Pacific and its leased lines was to have been expected, and is not a just cause of complaint. It is rather an earnest of the attention and an example of the regulating power to which other companies are subject, and from which they will not be exempted.

Our answer to questions, touching the scope and meaning of the order, are as follows:

First—The leading object of the order is to reach and reduce non-competitive inland rates, and not those of your company's steamer line on the Sacramento River. It is intended to affect only such freight charges as are included in the specific classes and schedules of inland rates.

Second—All grain rates "in" from tide-water, which are now not more than twenty per cent in excess of rates "out," or to tide-water, are to remain as they are.

Subject to this limit, the reductions to be made may be less but never more than thirty-five per cent of existing rates. We fail to see any difference of opinion relating to this part of the order.

In accordance with the order thus explained, the changes of classification are to be made, and the necessary tabulation of rates are to be prepared. Thanking you for the waiver of your technical right to cast the entire work upon the Commission, its Secretary is authorized by a standing order to avail himself of your assistance, and will have such extension of time as shall be found necessary for the clerical labor to be performed.

Very truly,

G. J. CARPENTER,
W. P. HUMPHREYS,
W. W. FOOTE,
Railroad Commissioners.

REDUCTIONS AND CHANGES OF CLASSIFICATION EXPLAINED.

It will be seen that the reductions upon cereals and millstuffs are made directly upon inland rates, and in such manner as not to adopt, but to abolish, discriminations against interior points, which could only have been discovered by painstaking comparisons. And an examination of the nature and varying percentage of the reductions made, will show how some of the most constant and prolific causes of complaint have been reached and removed. The following tables will serve as brief illustrations of the comparisons upon which the order was based, and of the reductions by change of classification:

SOUTHERN PACIFIC RAILROAD.

From San Francisco south to Yuma.	Difference in Rates by Classes. (In Cents, per 2,000 lbs.)								
Miles.	First	Second	Difference per cent.	Second	Third	Difference per cent.	Third	Fourth	Difference per cent.
10	135	115	15	115	115	------	115	100	13
50	300	260	13	260	220	15	220	130	41
80	320	280	13	280	240	14	240	200	25
110	500	410	18	410	360	12	360	280	22
140	820	740	10	740	670	9	670	380	43
170	1,120	1,020	9	1,020	930	9	930	430	54
200	1,380	1,310	5	1,310	1,180	10	1,180	475	51
230	1,680	1,600	4	1,600	1,460	9	1,460	525	64
260	2,040	1,860	9	1,860	1,700	9	1,700	585	66
290	2,300	2,060	10	2,060	1,900	8	1,900	635	72
340	2,520	2,200	12	2,200	2,080	5	2,080	715	66
390	2,600	2,300	12	2,300	2,160	6	2,160	795	83
440	2,600	2,300	12	2,300	2,160	6	2,160	880	60
500	2,600	2,300	12	2,300	2,160	6	2,160	950	56
550	2,800	2,300	18	2,300	2,160	6	2,160	1,090	50
570	3,000	2,480	14	2,480	2,160	13	2,160	1,135	47
590	3,300	2,780	16	2,780	2,340	16	2,340	1,200	48
620	3,980	3,240	19	3,240	2,780	14	2,780	1,300	53
660	4,420	3,860	13	3,860	3,420	11	3,420	1,430	58
730	5,320	4,740	11	4,740	4,000	15	4,000	1,580	61

THE CENTRAL PACIFIC.

From San Francisco north between Sacramento and Redding.	Oregon Division—C. P. R. R. Difference in Rates by Classes. (In Cents, per 2,000 lbs.)											
Miles.	First	Second	Difference per cent.	Second	Third	Difference per cent.	Third	Fourth	Difference per cent.	Fourth	Fifth	Difference per cent.
150	480	440	8	440	400	9	400	200	50	200	200	----
170	520	460	11	460	400	13	400	300	25	300	280	7
210	580	500	14	500	440	12	440	440	----	440	400	9
240	700	640	8	640	580	9	580	530	8	530	490	11
260	900	840	7	840	760	9	760	600	21	600	560	7
300	1,360	1,140	16	1,140	1,060	7	1,060	690	35	690	650	6
320	1,520	1,220	19	1,220	1,140	6	1,140	730	36	730	690	5

REDUCTION ON GREEN FRUIT, IN CENTS, PER TWO THOUSAND POUNDS.

To San Francisco from—	Old.	New.	Per cent Decrease.
Sobrante	140	90	35.5
Haywards	160	140	12.5
San José	260	247	5
Livermore	260	230	11.5
Bethany	280	190	32
Lodi	300	280	7
Tehama	980	840	14.33
Red Bluff	1,000	840	16
Redding	1,000	840	16
Morrano	340	230	32.33
Modesto	480	310	35.5
Merced	750	475	36.5
Berenda	835	505	40
Fresno	880	569	36
Goshen	940	600	36
Hanford	965	600	37
Huron	1,000	600	40
Tulare	960	600	38
Sumner	1,000	600	40

On the twenty-first day of December, 1883, the new classification and schedule, containing two hundred and eighty-two printed pages, averaging eight columns of figures to the page, was submitted to the Commission by its Secretary, under whose supervision they had been prepared. Having been examined and found to be in accordance with the order directing their preparation, they were established and filed in the office as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

The said Commission, at a special meeting thereof, duly called and held at its office in the City of San Francisco, December 27, 1883, to consider the changes of classification and schedule of freight rates submitted by its Secretary at its last regular meeting for examination; and it appearing that they have been prepared and are in all respects in conformity with Order No. 13 of the Commission, and that the reductions have been made and are in accordance therewith: Now, therefore, it is hereby ordered by the Commission that said changes of classification and schedule be filed and remain of record in this office, and that they be and are hereby established, to take effect and be in force on all and each of the roads to which they apply, on and after the first day of January, 1884.

Thereupon written notice, of which the following is a copy, was forwarded to the General Manager of the companies to be affected thereby:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, STATE OF CALIFORNIA,
SAN FRANCISCO, December 27, 1883.

A. N. TOWNE, *General Manager Central Pacific Railroad Company and Leased Lines:*

SIR: On the twenty-first instant the Secretary of this Commission submitted for examination the freight classifications and schedule containing two hundred and eighty-two pages of printed matter, which had been prepared under his supervision, with your obliging and effective assistance. Having been examined and found to be in accordance with Order No. 13 of this Commission, prescribing the changes of classification and reductions to be made, they have been filed and established in this office, to take effect and be in force on all roads to which they apply, on and after the first day of January, A. D. 1884.

G. J. CARPENTER,
President Railroad Commission.

WILLIAM P. HUMPHREYS,
Railroad Commissioner, Second District.

THE CONE SCHEDULE OF COMMODITY RATES TO TIDE-WATER—ITS MERITS.

Prior to the present term of this office but one schedule of charges for transportation had been established or adopted by any Commission in this State. That was introduced by Commissioner Cone, and went into effect on the first day of June, 1881. It made reductions of from twenty-five to thirty-three per cent on preëxisting rates for the carriage of wheat, corn, oats, barley, flour, millstuffs, cattle, sheep, hogs, and wool. It went into force with the reluctant acquiescence of the leading company in interest. For that reason it was probably less appreciated by those who hold that this office was created to prolong controversy or to provoke litigation; but it was none the less a substantial benefit to the more deserving, if not larger class, who, in the language of Congressman Horr, "raise more hogs than hell."

In his last supplemental report for 1882, page 101, the same Commissioner says: "Parallel with our investigations upon this branch of our duties, we were also gathering facts and acquainting ourselves with the more difficult question of a general freight tariff on goods shipped to the interior, and upon the question of fares."

COMPARATIVE UTILITY OF REDUCTIONS ON THE INLAND SIDE OF THE FREIGHT DEPARTMENT.

To work out and consummate the "more difficult" and double task thus descending to this administration of the Commission, was its first and paramount duty. It has been done by a revision and reduction of passenger fares and inland freight rates, which are believed to be fairly, and in fact, within the constitutional presumption, "conclusively just and reasonable." The real extent and importance of the freight schedule can be fully estimated only by considering the great number of commodities, too numerous to mention, which are included in the generic terms and classifications following: Grain and all the cereals for seed, feed, milling, and trade, household goods, furniture, farming utensils, live stock, and whatever is comprised in the effects of a family, or movables of emigrants, grain sacks, bags and bagging, agricultural implements, wagons and vehicles of all kinds, fence wire, iron pipe, sheet and Russia iron, horseshoes and nails of all kinds, blacksmiths coals, and table and dairy salt, and green fruit of all varieties. These are commodities which are bought and sold, loaned and borrowed, for necessary, common use, by producers, consumers, traders, workers, and people of all classes and conditions; and they outnumber, as a hundred to one, the more favored few who buy, sell, or ship grain to tide-water for export to foreign markets.

It is in this branch of service that railroads come nearest the masses and subserve their most public use.

The greatest good to the greatest number must have been done on the right side of the freight department. Next to the passenger service that of inland freights comes nearest to the people, and is most within the control of the Central Pacific system. It is the place to look for such abuses, as, when discovered or proved, should be corrected. It is, less than any other service affected, by competitive through rates, or by those to tide-water. It is, more than any other,

subject to all the varying conditions and vicissitudes known to railroad service, and involves the study and application of such factors as distance and direction of movement, and as volume, class, and general character of the traffic. Reaching out and away from fertile valleys by navigable rivers, over mountain grades and curvatures, through tunnels and loops, to diversified resources and unequal supplies, it demonstrates to an experimental certainty the absurdity of uniform rates; and makes the reason and justice of differential charges so plain that a wayfaring corporation, though a fool, could not err therein.

EXAMINATION OF COMMODITY RATES ON DISTANCE PLAN.

In May of this year, upon his own motion, without complaint or petition, Commissioner Carpenter, with the clerical assistance of Secretary Andrus, renewed investigations of grain and other commodity rates from interior points to tide-water. The method adopted was to compare tariffs on the Central Pacific system with those of other roads for the same classes of freight, and for like distances. It was done by preparing a trial sheet with distances and key, compared and scaled rates in parallel columns, and was intelligible enough for its purpose. Only the column of distances and of the rates finally established could have any place in a schedule. Some time after the preparation of this trial sheet, as one of the various methods of systematizing the study of comparative charges on different roads, and determining what they should be on those of California, it was copied for Commissioner Humphreys, and thereafter, with slight changes, for Commissioner Foote, as whose schedule it is now known. It was presented by him at a meeting of the Commission held on the twenty-ninth day of November, 1884, and together with lengthy comparative and statistical statements (vide Exhibit C, p. 39) submitted by the Central Pacific Railroad Company, was passed for consideration on the second ultimo.

On the day appointed it was taken up, and General Freight Agent Richard Gray being present, explained the statements prepared in his office, and at the instance of Commissioner Foote, had leave to make some additions thereto. Whereupon, the Commission adjourned to meet at the call of the Chairman.

CENTRAL PACIFIC SYSTEM AND GRAIN RATES.

The wheat crop of this State in 1883, as per published returns, was one million two hundred and ninety thousand tons, of which less than one half was brought to tide-water by the Central Pacific system of roads, including the Southern Pacific, Northern Division. By average hauls of less than eighty-four miles, the longest being from Nevada and Utah, this combination of roads brought to shipping points at tide-water five hundred and forty-six thousand four hundred and sixty-seven tons, for which the gross receipts were $1,137,179.67, which is just $2.08 per ton. That this, in itself considered, and by every fair comparison with any road or group of roads west of the Missouri and lower Mississippi Rivers, is a low average rate, this Commission has cumulative and conclusive proof. Going further East, it has found that up to points of transfer to rival rail and water carriers, for long hauls in large quantities, on small but profitable mar-

gins, to the Atlantic seaboard, the tariffs of such roads as the Chicago and Northwestern, and the Chicago, Milwaukee, and St. Paul, corroborate the statement. But where all relation and proportion of tonnage, distance, and other conditions of service cease, is the end of comparison. And while the great trunk lines, with their incomparable volume of business and net income, by an inherent law of trade, relatively still greater, in suppressed rivalry with each other, and in irrepressible competition with lake, river, and canal, may dictate through rates from sea to sea, their interstate tariffs will not be taken by this Commission as the criterions of any charge or rate of charge on any road or group of roads in this State.

DISTANCE TARIFFS TESTED BY THE CONSTITUTION AND LOCAL CONDITIONS.

A distance tariff, with both ends in the State, can be tested by laws of trade and local conditions. By such a tariff, logically applied to the business of any road, the sum of the short hauls would be the charge for the long one. While this would fill the measure of corporate selfishness, it would be within the rule prescribed by the Constitution, Section 21, Article 12, that the "charge" (not rate per mile, but "charge" for the haul), shall not be in excess of that for any longer haul, of the same class of freight, on the same road, and in the same direction. But if it run into competition at one end, and into itself at the other, the longer hauls being limitations on the shorter ones, it would submerge the whole line in competition. Applied to the grain traffic of the Central Pacific system of roads, it would bring the whole of it to tide-water at competitive rates. In defiance of natural laws which compel, and of the Constitution, Section 20, Article 12, which expressly permits, competition, even to gratuitous carriage, "from one point to another," it would put the whole system, from end to end, in constructive competition with barge, sloop, and steamer. That such a tariff would be an insufferable fraud upon shipper and carrier, in conflict with the laws of man and nature, and therefore impossible, is no merit of its own. It is simply the exploded dogma of uniform rates, with the addition of a tape line. How it has been treated upon principle and authority will be found in the following citations:

OPINIONS AND RULINGS OF COMMISSIONS AND COMPETENT JUDGES.

In a communication dated March 18, 1878, addressed to the Hon. Niles Searls, Chairman of the Senate Committee on Corporations, Commissioner Doyle very truly says: "The Commissioners' report points out the objections to statutory rates of charge, and expresses the belief that the object desired can best be accomplished by prescribing general principles of justice and equality, to which railroad tariffs shall conform, and leaving details to the operation of the natural laws of trade."

And in conclusion he emphasizes their force in this State by the following comparison: "Massachusetts is a State destitute of navigable rivers. No competition with railroad transportation is there possible. Our State is traversed by two great navigable streams, and its coast for seven hundred miles is bathed by the waters of a placid sea, admitting competitive means of communication between all

leading points. To prevent oppressive rates of transportation by railroads, we have but to require them to abstain from discriminating against localities."

"These natural laws of trade" were recognized and established by the Constitution of the State, as follows: "And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for the transportation of passengers or freight *from one point to another*, such reduced rates shall not be again increased from such standard, without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

The meaning of this provision is plainly and properly this: Where competition is the cause of reduction from one point to another, it may be confined to those points, but must continue subject to the power of the Commission, and the principle is manifestly so just and reasonable, that, in the absence of any constitutional provision, it has been established in other States by railroad commissions.

COMPETITION—HOW REGARDED BY OTHER COMMISSIONS.

At competing points, the producer, manufacturer, merchant, consumer, and shipper are masters of the situation, and, if they were always just and impartial, the rates they fix might be considered *prima facie* fair and reasonable. But, as they are not better than other men, it may be that, when they get a corner on carriers, they are selfish enough to make the most of it. It may be that the Iowa Commissioners in their report of June 30, 1882, are not far wrong, when they say: "It is very rare that reasons exist for giving one shipper lower rates for carload lots than can be had by all shippers. It is very rare that reasons exist for charging as much for a given distance as for a longer distance. When unjust discriminations exist regarding shippers, or distance, it is nearly always at the expense of the carriers, and always makes resentment in the minds of those who are denied like favors."

The Commission of Alabama, declining to put its "judgment in the place of competition," especially where the railroads in its own State are subjected to competition by rail and water, has adopted the following modification of the rule requiring uniform reductions of maximum rates: "If, however, there is a point within the State reached by a competitive line outside of this State, or not within the jurisdiction of this Commission, then the line within the State can meet such competition without making a corresponding reduction along its line of road." (Alabama Commissioners' report for 1882, page 26.)

To the objection that this relaxes the rule against discrimination, they say: "On the contrary it is a mere result arising from a fair, legitimate, and actual competition between permanent and opposing lines of transportation, at points of contact where it is to the interest of the public that there should be such competition between them." (Id., p. 27.)

In Georgia the rule to prevent "discrimination as against any person or locality" is modified as follows: "When, however, from any point in this State there are competing lines, one or more, not subject to the jurisdiction of this Commission, then the line or lines which are so subject, and are working at the lowest rate under the rules,

may at such competing point, or other points injuriously affected by such competition, make rates below the standard tariff, to meet such competition, without making a corresponding reduction along the line of the road."

In defending a rule thus manifestly and wisely adapted to prevent discrimination against the roads to be governed by it, and substituting therefor the "legitimate principle of competition," the Commissioners say: "It should be remembered that competition affects the whole round of transportation, from end to end and back, and that this complex condition so largely affecting the roads, exists principally beyond our jurisdiction." (Semi-annual Report, Georgia R. R. Commission, November 16, 1880, pages 5, 6.)

"It is a great principle of the common law, that all rates of transportation shall be reasonable, and however low through rates of railroads may be brought down by competition, this fixed principle of natural justice should always be observed as to the local rates."—(Railroad Commissioner State of Virginia, report of 1878, p. 9.)

CONCURRENCE OF THIS COMMISSION IN THE OPINIONS OF OTHERS.

To the credit of all the Railway Commissions of this and other States and countries, the foregoing citations might be multiplied indefinitely. They relate to the discussion and decision of questions which have in them the wide spaces of a continent and the deep soundings of the ocean. They exhibit the controlling force of competition upon the commerce and transportation of a nation having twenty-three thousand miles of shore line, and more than one hundred and fifty thousand miles of inland rail and water communication. They summarize the sound conclusions of competent judges, in which this Commission fully concurs. Like that of Virginia, it holds that competitive through rates are not the true criterion, by any comparison or relation, of what is just and reasonable for local service. Like the Commission of Alabama, it refuses to "put its judgment in the place of competition." It goes further, and distinctly takes issue with those who would put competition in the place of progressive development, and by uniform rates limit both to competitive points. Where nature has made a difference, this Commission, by differential rates, has made, and will continue to make, a corresponding distinction. Thus conceding their natural advantages to seventy or more favored localities by seashore and river, it extends to a hundred mountain towns, *not the best or cheapest, but better and cheaper communication.*

THE HIGHWAYS OF SHIP AND CAR—QUESTION FOR THE STATE.

To begin with, the State had its seacoast and harbors, its rivers and sloughs, aggregating about fifteen hundred miles of natural highways. To these the genius of American enterprise has added more than three thousand miles of railroads. The capital invested in them, unlike the funded wealth of a retired plutocracy, is subject to the laws of trade and commerce, and to loss or gain at every turn of fortune's wheel. Their only guarantee of business or profit is in their safe and systematic management, as prepotent forces in every branch of industrial development. For those whom they have made prosperous by facilities of travel and trade, only too exclusive, the question too often is not how to extend them to less favored com-

munities, but how to monopolize and make the most of them. For those who are living in anticipation of some share in their advantages, and too often advocating policies that would leave them to die in despair, the real question to decide is not so much how to save the difference between reasonable compensation for railroad service, and the greater cost of transportation by other means, as how to save and market surplus production, and give new values to real estate stricken with dry rot and depreciation.

For railroad companies the question always is how to operate, maintain, and extend their roads, so as to make the most of what they have and more, by multiplying the agencies and the sources of their patronage in every field of enterprise, which, subject only to inevitable conditions and hazards, gives assurance of safety and profit. For the State the more intricate question is, how to prune the railroad plant, so as to foster the legitimate interests of those, whether owners or patrons, who have fattened on its first fruits, and to promote the extension of its branches to other and more neglected communities.

SURVEY OF THE SITUATION.

For loans of national credit to railroad corporations created by herself, and subject to her control and supervision, California has been an interested and eloquent advocate. They came at her bidding, and while hastening the coveted roads to completion, have left along their tracks, in thronging towns and cities, in happy homes and home industries, in improved lands and modes of living, in the enhanced value of life itself and all its incidents, the enduring monuments of her success. And whatever is or is to come as the result of a foresight which foredated the possibilities of the future, and built railroads in advance of conditions inviting the investment of private capital, must necessarily inure to her benefit. For the magnificent trunk lines running through her midland counties, where most exposed to competition, and with capacity for local service greatly exceeding the requirements of contiguous population and production, a condition of arrested development will neither silence nor satisfy the demand for their enlarged public use. And the necessity which dictated their construction by adventitious aids, conditioned on their public use and continued operation and maintenance, over mountains and deserts, was not more inexorable than the present requirements of subsidiary lines to outlying districts of the State. There are, therefore, considerations of

PUBLIC POLICY AND WELFARE,

Infinitely more important than the original cost of subsidized roads. The liberal inducements to their construction will end with their interstate connections for through traffic and national purposes. Thereafter their value to stockholders and the public will depend largely upon encouraging reciprocities between shipper and carrier, and their mutual interest in local business and home industries. Neither the times nor the train will "wait for the wagon." As a feeder it starves the railroads, and, as a means of movement and exchange, by its capacity to supply, it limits demand. The sole indispensable alternative is such an expansion of the railroad system of the State, by the construction and extension of contributive

branches, as shall utilize its capacity for through business and local development.

This view of the situation with its compensations for corporate selfishness is truly stated by the Commissioners of Transportation of 1877, on page 24 of their report, as follows: "The management of a railroad even in the hands of men ever so selfish (if they are wisely selfish) is naturally progressive. Additional facilities for business go hand in hand with additional business and travel, and usually precede and lead to them. The superior facilities for Oakland ferry have created Oakland, and not Oakland the ferry. The railroads created Chicago, not Chicago the roads. This is the history of all the great west." It is equally true of Los Angeles, and its neighboring aspirants for the commerce of sea and land. It is preëminently true of Sacramento, the Capital city of the State, and of all the towns and constituent communities that come and go on the railroads of which it is the favored focus. But in all directions beyond these concentric lines of communication are

ONCE THRIVING TOWNS AND COUNTIES,

Practically more remote from them than Colorado or Texas. Isolated from the business world they are paralyzed by the odds against them. With a record of speed rivaling that of Cambuscan's steed, the locomotive has left them to bewail with the irony of ill fate the ruin it has wrought in other regions. And thus it is that through all the wide borders of the State there are varied and exhaustless resources awaiting the leading industry that carries with it, wherever it goes, population and production, stimulates agriculture, mining, manufactures, and commerce; and by bringing them nearer to each other, and to the market, enhances the value of field and forest, of the stock range and its products, of vineyard and orchard, of garden and grain field, of homes in country and town, and as an agency for public use and private gain, distributes and utilizes the wealth it creates.

CONDITION OF RAILROADS—LOSSES AND DIMINUTION OF REVENUE.

If this survey of the situation and of the relationship of the railroads with the State and its industries be correct, it is manifestly important. It is none the less so because it is just to those who own and operate the roads. It is all the more so because it is due to the State that its sovereign control over an industry which is the agent of all others, should be exercised with the absolute fairness and firmness which makes law legal and justice just. It is especially important at this time; for during this year, in the midst of the peace, plenty, and prosperity to which the railroads have so largely contributed, none have had more than their due proportion, and some have suffered such losses and diminution of revenues as have been the subjects of public notoriety and newspaper comment.

An editorial in the San Francisco *Chronicle* of July 16, 1884, touching the condition of the Central Pacific Railroad Company, contains this statement: "The railroad company is a waning power. It is sorely cramped for money to meet its obligations. It has been forced to make concessions that must soon result in a lively competition here. Its stock has fallen to but a little more than a third of par value, and to less than half of its market value of a year ago."

An editorial of August 14, 1884, in the same journal, had the statement following: "The Central Pacific's best days are past and gone, let us hope, never to return. It is in the condition of a whipped and broken-down bully. Its dikes are broken in many places. Its stocks are a drug in the market at forty or less. Its managers have shouldered a burden in the southern desert road that is breaking them down and eating them up."

From the same and some other journals such statements as these, alternating with the most strenuous demands for greater reductions of passenger fare and freight charges, might be multiplied indefinitely. But for present purposes these will suffice; and while they are not all true, they can be corroborated in some particulars. They relate to subjects within the cognizance of the Commission, of which it ought to have information and opinions, and which it is now considering.

OWNERS OF STOCK AND ROADS AND THEIR RIGHTS.

In 1882 the number of stockholders in the Central Pacific Railroad Company was one thousand three hundred and forty. In 1883 the number reported was two thousand one hundred and ninety-eight—an increase of eight hundred and fifty-eight. If the ratio of increase has been constant the number now must be nearly three thousand. Whether they purchased at the figures quoted or at par, their rights are precisely the same. And this Commission adopts as its own the declaration of Commissioners Stoneman, Doyle, and Smith, in their last report, as follows: "Our railroads have been built and are owned by individuals, whose property is as sacredly under the protection of the law as that of any other individual's. * * * To render the stock and the roads valueless to their owners * * * would be atrocious tyranny." It should be added that whether done by three or by thirty tyrants, the atrocity is the same. And as to take away the basis of values and credit is to weaken or destroy them, it follows that to jeopardize or deplete the income of the roads, is to short or depreciate their stocks, and to injure their owners. This is so, irrespective of the agent or purpose of the injury.

TEMPORARY DEPRESSION OF BUSINESS AND ITS CAUSES.

Thus, at the time to which the statements refer, the Central Pacific Railroad Company was preparing to meet its July obligations, one of which was the bonded debt of $1,500,000, upon which interest had been guaranteed by the State. It was temporarily environed by adverse circumstances. There was a decrease in the grain traffic of 1883, as compared with that of the previous year, of $13\frac{36}{100}$ per cent in tonnage, and $20\frac{31}{100}$ in earnings. By other comparisons of business done in the same years it will appear that there was also a decrease of $4\frac{79}{100}$ per cent in the local freight department, and of $27\frac{52}{100}$ per cent in tons hauled one mile. Of all local freight, exclusive of grain for shipment to foreign markets, there was a decrease of $1\frac{41}{100}$ per cent. Through freight in the same years is found to have increased only $1\frac{65}{100}$ per cent, and in tons hauled one mile $4\frac{28}{100}$ per cent. In gross freight earnings, through and local, on a basis of the average miles operated in each year, there was a decrease per mile of $\$378\frac{79}{100}$. Omitting further comparisons of traffic and income for the two years, it will be observed that the loss falls on local business, which

constitutes about sixty per cent of the whole. And this would seem to indicate that its most potent causes were not the constant and conditional factors of transportation, but such exceptional and extraordinary occurrences as were confined chiefly to this State.

THE SOUTHERN PACIFIC RAILROAD AND OCEAN FREIGHTS.

It is said that the "southern desert road" is a burden upon its owners. Because any desert road is such burden, the Commission has given this one the benefit of differential rates. But with all its costly mountain and desert divisions, the Southern Pacific Railroad is a work of public economy, by which the State has gained infinitely more than its owners have lost. The year it was completed it took from the grain crop of California more than a third of the tax levied upon it by ocean carriers. The cost of transportation by sea has always been, and now is, the subject of special contract between thirty or forty shipping firms or individuals, and the grain fleet frequenting the harbor of San Francisco. Hence it has fluctuated. But prior to the year ending June 31, 1883, it had seldom, if ever, gone below an average of 68s. per ton. Thus, for the year ending June 31, 1881, the average was 68s. 10d. For the year ending June 31, 1882, the average was 69s. 3¾d.; and this was the ruling rate when, in that year, the Southern Pacific Railroad was complete to New Orleans. It was a tribute to foreign carriers that had been for years reaping a harvest they had not sown. And when, in April and May of 1882, it was demonstrated by actual experiment, that there was a new and competing route via New Orleans or Galveston to the grain markets of Europe, the rate by sailing carriers sunk from 69s. 3¾d. to 43s. 4d., at or below which it has since remained. The cost of grain shipments aggregating from four to five hundred thousand tons per annum, and more than eighty per cent of which were and are made in foreign bottoms, was thus reduced more than thirty-seven per cent. The reduction was made and is continued under stress of threatened competition, for which, if honor be due, it is to the men who built the Southern Pacific Railroad.

PRACTICAL APPLICATION OF EXISTING FACTS.

As shown by the accounts of the company, its gross receipts for the last ten months are about $2,000,000 less than for the same months in 1883. So much of the difference as is not the result of reductions of passenger fares and freight rates, made not on income, but as expressly required by the Constitution and statute, on the "charge" and "rate of charge," it must be referred to floods, washouts, and fluctuations in business, beyond human foresight or control. But, whether accounted for by one or all of these causes, it makes sport of such public economists as would limit income on a vagrant conjecture and balance an annual account of loss and profit before the books have been opened. Such feats of financiering and bookkeeping this Commission has not attempted. It has never undertaken to decide how rich or how poor it is lawful to be, but, in conformity with the Constitution and law, has always held, now holds, and will continue to hold, that a common carrier, the same as a hod-carrier, "is entitled to reasonable compensation and no more." (Civil Code, Section 2173.) This is short, sensible, and to the point. It is the only

rule of decision possible in the premises. And even without the sanction of the Legislature, of Congress, of the Courts, of the nations, or of the ages, it would have been adopted by this Commission upon its own motion and sense of justice.

CONCLUSION.

Armed with new and untried powers, and charged with important duties, the Commission has questioned the Constitution and laws for the reasons which inspired them and for the methods to be followed. Putting aside stump statistics and exploded theories, it has endeavored to exercise its control over the business and management of railroads upon their own prevailing, necessary, and essential principles. Presuming no wrong in individuals or corporations, and putting the onus of proof upon the accusing party, it has respected and applied the forms and principles of even-handed justice. Holding the laws made by and for the people to be the measure of their rightful demands and of official duty, it has shared no trust with the princes of faction nor with the spotless Primroses, nicknamed Reformers. Sitting in and for judgment in the very vestibule of the Courts that are to enforce or reverse its orders and decisions, it has made their adjudications the lights and landmarks of its own. And it concludes this report by adopting as its own what was said by an upright and fearless Judge in Louisville and Nashville Railroad vs. Davidson, 1 Sneed, 637. He said, and this Commission says: "If the construction and administration of our laws, supreme or subordinate, were to be governed by the opinions of Judges, as to the genius or general principles of republicanism, democracy, or liberty, there would be no certainty in the law, no fixed rules of decision. These are proper guides for the Legislature, where the Constitution is silent, but not for the Courts." * * * "There is no 'higher law' than the Constitution known to our form of government."

Respectfully submitted.

G. J. CARPENTER,
President Board of Railroad Commissioners, State of California.

WM. P. HUMPHREYS,
Railroad Commissioner, Second District.

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Railroad Commissioner, Third District.

Attest: W. R. ANDRUS, Secretary of the Board.

January 5, 1885.

APPENDIX.

EXHIBIT A.

West Bound Through Freight—1883.

Statement showing Central Pacific Railroad Earnings, and California proportion of same.

Route.	Central Pacific Railroad Earnings.	California Proportion Central Pacific Railroad Earnings.
Union Pacific Railroad	$1,397,714 02	$380,339 91
Denver and Rio Grande Railway	144,868 60	40,303 00
Atlantic and Pacific	41,026 08	41,026 08
Atchison, Topeka, and Santa Fé Railroad	561,986 10	308,528 87
Texas and Pacific Railroad	150,574 50	80,303 50
Galveston, Harrisburg, and San Antonio Railway	479,706 25	267,366 68
Totals	$2,775,875 55	$1,117,868 04

East Bound Through Freight—1883.

Statement showing Central Pacific Railroad Earnings, and California proportion of same.

Route.	Central Pacific Railroad Earnings.	California Proportion Central Pacific Railroad Earnings.
Union Pacific Railroad	$703,872 88	$189,296 10
Denver and Rio Grande Railway	92,565 90	26,808 14
Atlantic and Pacific Railroad	18,440 00	18,440 00
Atchison, Topeka, and Santa Fé Railroad	243,986 73	136,596 64
Texas and Pacific Railroad	230,042 17	124,605 87
Galveston, Harrisburg, and San Antonio Railway	300,435 60	163,146 31
Totals	$1,589,343 26	$658,893 06

EASTWARD.

Exhibit B.—Comparative Statement of Principal Articles of Through Freight.

	1879—Pounds.	1880—Pounds.	1881—Pounds.	1882—Pounds.	1883—Pounds.
Antimony	17,010	124,140	416,830	60,130	30,290
Barley and grain	26,563,550	59,695,100	45,634,900	37,070,000	9,443,020
Beans	1,523,130	3,297,600	12,907,750	5,688,140	7,452,730
Blankets (includes some woolen goods)	110,840	42,960	108,260	201,220	235,570
Borax	144,360	476,940	2,009,460	2,771,570	3,291,770
Canned fruits, etc.	5,461,600	10,271,180	21,181,420	29,627,000	28,488,770
Chocolate	----------	141,300	166,820	245,490	179,420
Cigars	14,210	156,200	525,980	509,240	433,730
Clothing	----------	----------	300,540	476,970	433,380
Copper	----------	1,335,600	845,690	1,193,180	143,350
Flour	----------	----------	1,387,120	13,308,760	1,886,090
Fruit, dry	2,110,070	590,980	2,377,660	5,158,460	3,329,460
Fruit, green	7,550,980	5,185,650	12,312,350	12,009,620	20,675,730
Glue	229,740	367,530	549,250	570,790	488,560
Hides	5,315,680	4,343,170	3,338,190	3,655,820	2,662,510
Honey	258,240	986,170	391,850	571,330	268,350
Hops	2,517,150	1,559,470	2,224,850	3,726,930	4,595,010
Leather	1,825,550	1,542,950	1,907,650	2,308,980	2,080,050
Lumber	686,210	2,097,260	5,160,430	8,997,000	10,928,810
Machinery	1,137,820	500,120	684,940	2,021,380	1,687,840
Malt	21,880	969,110	866,930	256,450	527,160
Mohair	70,370	66,050	57,300	120,380	114,190
Mustard	----------	----------	153,720	84,480	173,180
Mustard seed	656,760	739,180	1,415,020	514,270	147,370
Nuts	187,930	37,680	859,500	397,140	1,054,970
Onions (see also vegetables)	----------	----------	257,250	1,498,220	940,170
Pickles	----------	----------	112,800	44,300	20,540
Potatoes (see also vegetables)	1,104,800	696,340	4,673,230	8,244,030	3,771,360
Powder	----------	----------	227,730	186,700	285,490
Powder, giant	302,640	309,740	560,700	1,124,170	
Quicksilver	1,155,580	1,398,000	1,219,990	719,610	456,460
Raisins	1,008,020	790,630	1,721,960	1,056,540	344,050
Salmon	8,486,600	13,459,740	21,409,690	21,134,240	23,060,620
Salmon, pickled	1,095,020	1,636,160	2,724,190	2,094,850	2,105,610
Seeds	205,340	112,780	164,110	388,940	404,140
Shingles	----------	733,280	1,348,230	2,477,640	3,810,300
Sugar	2,647,170	5,339,310	6,163,080	33,049,300	31,462,090
Tobacco	149,880	31,400	52,570	40,450	95,680
Vegetables (includes mixed carload containing potatoes and onions)	1,682,300	2,184,560	2,332,370	1,581,870	2,358,600
Wine and brandy	7,799,460	10,759,870	15,118,160	16,340,290	20,856,600
Wool	38,053,060	30,469,580	30,692,580	28,869,110	34,210,050
Woolen goods (includes some blankets)	199,750	250,430	70,550	59,310	114,030
Totals	120,292,700	162,698,160	206,633,100	250,454,300	225,047,100

EXHIBIT C.

Comparative Grain Rates contained in Statement of November 20, 1884.

	C. P. R. R. Tariff, January 1, 1884.	Proposed Commiss'n'rs' Triff.	Kansas Commissioners	A., T. and S. F.	U. P. R. R.	C., M. and St. P.
To San Francisco, average per mile	.01.888	.01.144	.02.184	.02.249	.02.357	.02.260
To Port Costa, average per mile	.02.109	.01.875	.02.415	.02.413	.02.755	.02.470
To Stockton, average per mile	.03.530	.02.908	.04.101	.03.747	.05.555	.04.02

Previous Statement of June 26, 1883.

Central Pacific Railroad	.01.666
Texas and Pacific	.02.503
Missouri Pacific	.02.373
Chicago and Northwestern	.02.448
St. Louis and San Francisco	.01.801

Comparative Cattle Rates.

Central Pacific Railroad	.02.069
Proposed rate	.02.121
Kansas Commissioners	.01.908
Union Pacific Railroad	.02.749

EXHIBIT D.

TEXT OF MANAGER TOWNE'S REPLY TO THE RAILROAD COMMISSION—COST OF THE CENTRAL AND SOUTHERN PACIFIC AND OTHER GREAT LINES—GROSS EARNINGS AND OPERATING EXPENSES COMPARED—VALUABLE STATISTICS REGARDING ACREAGE AND POPULATION SERVED BY THE LINES—RENTS PAID FOR LEASED LINES—INTERSTATE CONNECTIONS—DIFFERENTIAL RATES AND SPECIAL CONTRACTS—AVERAGE FREIGHT AND PASSENGER RATES PER MILE.

SAN FRANCISCO, February 20, 1883.

To the honorable Board of State Railroad Commissioners:

GENTLEMEN: At a session of your honorable Board held on Monday, the fifth instant, the following circular (No. 2) was adopted as a substitute for No. 1, and was handed to me on the ninth instant.

In response to the inquiries, I beg leave to answer each in its order as best I can from the statistics and information in my possession.

You say: Having under consideration the rates of charges and methods of business in force in the passenger and freight departments of the transportation companies subject to our supervision in this State, and in the interest of all concerned, desiring to make only such revision and changes of existing schedules, classifications, and rates of charges as, upon examination and reflection, we shall deem just and reasonable, we respectfully and urgently request that at your earliest convenience, within twenty days, if you have not already

done so, you prepare and file in this office verified statements and exhibits in answer to our first circular, to wit:

TOTAL COST OF THE ROAD.

First—What has been the total cost of your road and equipments to date? If any company owns, operates, or controls more than one line of road, please state the cost of each separate line.

Answer—The cost of the Central Pacific Railroad, including right of way, depots, buildings, wharves, docks, etc., to December 31, 1882, is $138,553,455 29.

The cost of equipment, including shops, machinery, real estate, river steamers, material, fuel, etc., is $16,665,205 89.

Of this last amount there is over $4,000,000 of material and fuel on hand, which is necessary on account of being so far removed from basis of supplies.

The cost of the roads below named, together with equipment, real estate, shops, etc., was:

Southern Pacific of California	$65,378,080 00
Southern Pacific of Arizona	29,697,188 59
Southern Pacific of New Mexico	11,069,800 15
Los Angeles and San Diego	1,113,490 20
Los Angeles and Independence	510,321 44
California Pacific	19,128,364 15
Stockton and Copperopolis	733,991 86
Northern Railway	10,894,830 56
San Pablo and Tulare	2,914,822 49
Amador Branch	212,167 15
Sacramento and Placerville	3,050,234 70

GROSS EARNINGS AND OPERATING EXPENSES.

Second—What were your gross earnings for the year 1882?

Answer—Gross earnings for the year 1882 were $25,662,757 12.

Third—What were your operating expenses for the year 1882?

Answer—Operating expenses for 1882, exclusive of interest, taxes, general, legal, engineering, and land department expenses, which amounted to $4,477,996 57, were $16,067,183 66.

NOTE.—Operating expenses as above	$16,067,183 66
Other expenses as above	4,477,996 57
Total expense	$20,545,180 23
Additional payments and requirements from income of 1882, company's sinking fund	1,034,760 00
U. S. Government sinking fund and transportation eastward	1,100,000 00
Total	$22,679,940 23

PROPORTION OF OPERATING EXPENSES TO GROSS EARNINGS.

Fourth—State the per cent of operating expenses as compared to gross earnings for each year since the road has been in operation.

Answer—The per cent of operating expenses to gross earnings each year, from 1864 to 1882, are as follows, to wit:

1864–5	36.77	1874	38.71
1866	23.22	1875	41.41
1867	23.27	1876	46.23
1868	36.46	1877	47.20
1869	52.78	1878	50.08
1870	49.31	1879	59.51
1871	43.34	1880	58.73
1872	41.88	1881	57.52
1873	38.63	1882	62.60

VALUATION AND TAXES.

Fifth—What is the total value of all your property in this State at this time?

Answer—I am unable to give you the desired information.

Sixth—What was the total amount of taxes assessed against the road in this State during the past fiscal year? Please state assessed valuation in each county of this State, and also whether the taxes assessed have been paid.

NOTE.—For answer please refer to annexed schedule, the aggregates of which are as follows:

Value of railroad	$23,485,629 00
Value of other property	5,431,665 00
Total value	$28,916,694 00
Taxes charged	475,653 41
Taxes paid	236,337 57

SCHEDULE,

Showing the value of property by counties assessed to the Central Pacific Railroad Company, leased lines, etc., for the year 1882, in California; the amount of taxes charged against the same, and the amount of taxes paid:

	Valuation.	Amount Taxes Charged.	Amount Taxes Paid.
Alameda	$2,980,364 00	$35,731 61	$7,146 77
Alpine			
Amador	54,008 00	1,317 18	1,317 18
Butte	1,138,760 00	17,862 41	17,862 41
Calaveras	6,160 00	154 00	154 00
Colusa	740,764 00	10,412 02	3,972 02
Contra Costa	630,120 00	10,807 75	542 65
Del Norte			
El Dorado	157,838 00	3,377 73	3,377 73
Fresno	1,320,779 00	23,843 72	1,770 59
Humboldt			
Inyo			
Kern	1,542,200 00	30,844 00	30,844 00
Lake	38,500 00	770 00	770 00
Lassen			
Los Angeles	2,027,475 00	28,919 89	7,687 63
Marin			
Mariposa			
Mendocino			
Merced	699,607 00	14,168 79	14,168 79
Modoc			
Mono			
Monterey			
Napa	538,300 00	9,586 36	97 70
Nevada	965,530 00	16,956 58	13,511 87
Placer { D. No. 1, D. No. 2, D. No. 3 }	2,940,525 00	47,129 00	30,373 43
Plumas	3,910 00	97 75	97 75
Sacramento	1,849,044 00	31,691 16	12,704 66
San Benito			
San Bernardino	649,727 00	10,915 42	1,283 97
San Diego	1,688,650 00	24,485 43	24,485 43
San Francisco	934,789 00	16,818 79	12,882 57
San Joaquin	1,847,110 00	22,756 41	771 82
San Luis Obispo			
San Mateo	1,255 00	20 10	20 10
Santa Barbara			
Santa Clara	230,700 00	4,125 21	26 04
Santa Cruz			
Shasta	490,288 00	13,176 88	5,688 86
Sierra	70,290 00	1,968 12	1,968 12
Siskiyou			
Solano	719,950 00	13,174 94	556 92
Sonoma			
Stanislaus	545,442 00	7,720 29	992 28
Sutter	164,878 00	2,966 00	341 00
Tehama	1,112,142 00	18,872 14	8,838 49
Trinity			
Tulare	1,753,444 00	33,593 27	17,166 63
Tuolumne			
Ventura			
Yolo	741,980 00	12,236 06	12,236 06
Yuba	332,165 00	9,154 40	2,680 10
Totals	$28,916,694 00	$475,653 41	$236,337 57

Seventh—Please furnish a schedule of the rates of fare and freight charged by you in this State?

Answer—Full line of schedules has been sent to W. R. Andrus, Secretary of the Board.

Eighth—How much of your gross earnings came from local passengers? How much from local freights?

Answer—Gross earnings from the entire system of local passengers in 1882 were $4,980,370 51; and from local freights, $12,340,777 31.

Our statistics are not made up so as to show how much of each was in the State of California.

SALARIES.

Ninth—What were your total expenses for salaries to employés for the year 1882? Please state the names, official designations, and salaries of every person in your employment, in any capacity whatever, who receives as much or more than $5,000 per annum.

Answer—The amount paid to employés for salaries during the year 1882 was $8,213,130 80, of which there were twenty-three persons who received as much as or more than $5,000 per annum. This amount in the aggregate was $214,800, or an average of $9,339 13.

RENTS PAID FOR LEASED LINES.

Tenth—What amount of money do you pay as rent for each of your leased lines? Please state the rent per mile as well as the gross sum for each line.

Answer—Below please find statement in detail:

	Per Mile.	Amount.
Southern Pacific Railroad of California	$250 00	$1,650,600 00
Southern Pacific Railroad of Arizona	135 00	622,355 40
Southern Pacific Railroad of New Mexico	135 00	270,896 40
Los Angeles and San Diego Railroad	100 00	33,384 00
Los Angeles and Independence Railroad	100 00	20,196 00
Amador Branch	154 41	42,000 00
Berkeley Branch	200 00	9,216 00
Sacramento and Placerville Railroad (between Sacramento and Brighton)	1,440 00	7,200 00
California Pacific Railroad	5,194 00	600,000 00
Stockton and Copperopolis Railroad	510 00	25,000 00
Union Pacific Railway Company (between Promontory and Ogden), based on net earnings per mile	----------	46,595 65
Northern Railway—$300 per mile to Willows, $150 per mile above Willows	----------	590,617 20
Southern Pacific, east of Mojave	125 00	16,066 00
Galveston, Harrisburg and San Antonio Railway, $83 33 per mile ---------- $296,759 24		
Less paid Texas and Pacific Railway ---------- $54,900 00	----------	241,859 24
Colorado River bridge, $1,000 per month	----------	12,000 00
Rio Grande River bridge, $1,000 per month	----------	12,000 00
Total	----------	$4,199,985 89

Of this amount there is properly chargeable to the previous year, $2,741 95.

The above questions and answers pertain to Circular No. 1—the following to Substitute No. 2.

"In addition to the information heretofore requested of you, we desire further statements and exhibits showing:

"*First* (B)—The name and principal place of business of your railroad company."

Answer—

Central Pacific Railroad Company of California.
California Pacific Railroad Company.
Stockton and Copperopolis Railroad Company.
San Pablo and Tulare Railroad Company.
Northern Railway.
Amador Branch Railroad Company.
Berkeley Branch Railroad Company.
Southern Pacific Railroad Company of California.
Southern Pacific Railroad Company of Arizona.
Southern Pacific Railroad Company of New Mexico.
Los Angeles and San Diego Railroad Company.
Los Angeles and Independence Railroad Company.

Principal place of business, San Francisco, California.

THE GENERAL SYSTEM OF ROADS OUTLINED.

"*Second* (B)—A general description of the line or system of railroads it owns and operates.

"*Third* (B)—The same of its road or roads within this State."

Answer—To these two questions we beg to submit a graphic answer in the form of a blue printed map, twenty-six feet long, exhibiting the general physical characteristics of all lines (owned or leased) operated by the Central Pacific Railroad Company west of Ogden, Utah, and El Paso, Texas, excepting the new lines, for which our engineers have not yet been able to compile the necessary data, viz.: the extension of the Northern Railway from Willows to Tehama, recently completed, and the Colorado Division of the Southern Pacific, now under construction, from Mohave to The Needles, on the Colorado River.

Please note that the map in question bears profiles of the respective lines (on scales of ten miles to the inch horizontal, and one thousand feet to the inch vertical), the names of all stations, and the elevations of same in feet and hundredths above the sea level; the distance between stations in miles and hundredths of a mile; the maximum grade between stations in feet per mile, and the length of curved line in miles, divided to show, for short section of each road, the aggregate length of curves under six degrees, those between six and eight degrees, and those from eight to ten degrees, the latter rate of curvature being the maximum; the location of all fuel stations, water stations, station buildings (depots), track scales, stock corrals, turntables, engine houses, and section (track) houses are also indicated on face of the map.

INTERSTATE CONNECTIONS.

"*Fourth* (B)—The interstate connections of the overland roads and their local relations to each other and to their respective feeders and branches."

Answer—The interstate connections with the overland roads are as follows: The Central Pacific connects with the Union Pacific, the Utah and Northern, and the Utah Central at Ogden; with the Eureka

and Palisade Railroad at Palisade; with the Nevada Central at Battle Mountain; with the Virginia and Truckee and Nevada and Oregon Railroads at Reno.

The Southern Pacific connects with the California Southern Railway at Colton; with the Sonora Railroad at Benson; with the Atchison, Topeka and Santa Fé Railroad at Deming; with the Galveston, Harrisburg and San Antonio Railway, and Texas and Pacific Railway at El Paso.

The interstate connections, in their local relations, are independent of each other, except that through rates are frequently made on low-class freight to develop the particular resources of localities which they serve; and the same is applicable to the feeders and branches within this State.

DIFFERENTIAL RATES.

"*Fifth* (B)—The reason, if any, for differential rates on a system of coöperating roads."

Answer—Assuming that the term "coöperating" means "branch," in this connection, there are many reasons why rates on branch roads should be higher than on main lines. Among these we may state that the cost per ton of moving freight over a road is in inverse ratio to the amount carried.

In operating a short road, with limited traffic, the fixed expenses (by which are meant interest, taxes, station expense, renewals of perishable property, such as ties, fences, etc.), are the same, regardless of the amount of freight moved, the motive power being a comparatively small part of the cost of the service; and thus, where the volume of business is small, the cost per mile is correspondingly high.

BRANCH ROADS AND MAIN LINES.

"*Sixth* (B)—The extent to which such feeders and branches are dependent for continued existence and operation upon the trade and travel tributary to each."

Answer—Branch roads, in most cases, could not exist in California without main lines; and the extent to which this is true is evidenced by the following showing of the gross earnings and expenses of three branches operated by this company, although in each case, in apportioning earnings on joint business at through rates, the branch roads are allowed two miles for each mile of the main line:

Amador Branch—	
Gross earnings	$50,692 77
Operating expenses and interest on bonded debt	61,203 05
Loss	$10,510 28
Los Angeles and San Diego Railroad—	
Gross earnings	$52,695 04
Operating expenses and interest on bonded debt	72,928 08
Loss	$20,233 04
Los Angeles and Independence Railroad—	
Gross earnings	$15,461 71
Operating expenses and interest on bonded debt	36,784 65
Loss	$21,322 94

The Sacramento and Placerville Railroad, though not operated by the Central Pacific, is dependent upon it to a certain extent; and joint rates are made which will allow the short road higher rates per mile than the longer one.

The same is true of the Vaca Valley and Clear Lake road.

The same constructive mileage is allowed the Stockton and Copperopolis Railroad; but, though it runs through a good county, its receipts are barely sufficient to cover running expenses and interest.

REPAIRS AND EXTENSIONS COME OUT OF EARNINGS.

"*Seventh* (B)—The ways and means for repairs, renewals, betterments, and extensions necessary to the safety, public use, and continued operation of such feeders and branches, or any of them."

Answer—The ways and means for repairs (renewals) and betterments necessary to the safety, public use, and continued operation of such branch lines, must come from the earnings, as there is no other source from which they can be obtained.

The means for extensions, branch lines, or feeders must come from those seeking a safe place for their surplus capital. This may come from large, but more likely from small, investors, desirous of placing their means in some permanent and paying security. Therefore, confidence in the ability of the property to earn a sufficient amount to meet the obligations is an absolute necessity, which confidence is liable to be shaken unless the rate-making power of the traffic is vested in conservative hands, with no less responsibility than that devolving upon a trustee legally and honorably bound to protect the property of others.

COMPETITION.

"*Eighth* (B)—Of what section and what proportion of the population and productions of the State is your road, or system of roads, the only means of transportation?"

Answer—A glance at the map will show that this State is favored with water transportation not only on the seaboard, but also by the Sacramento and San Joaquin Rivers, which drain the two principal valleys of the State. The only sections for which our system of roads is the only means of transportation are in the extreme north and southeast and the mountain districts.

A statement is herewith appended showing the population of California, by the census of 1880, the acreage and assessed average value per acre in 1882, the mileage of the Central Pacific system of roads in each county, and the percentage of the whole population and whole acreage served by our roads.

From this it will appear that 666,000, or 77 per cent of the population, are in counties through which the roads run, and that over 17,000,000, or nearly 67 per cent of the whole acreage, are in these counties.

STATEMENT

Showing population of California in 1880; acreage and average assessed value per acre, 1882; Central Pacific and Southern Pacific Railroad mileage, 1882; and percentage of whole population and whole acreage directly served:

Counties.	Population — Census 1880.	No. Acres Assessed, 1882.	Average Value per Acre, 1882.	Miles Operated by C. P. and S. P. R. R. Co's.
Alameda	62,976	416,821	$26 36	91.77
Alpine	539	32,134	4 25	----------
Amador	11,384	200,402	4 42	8.00
Butte	18,721	669,826	10 62	45.00
Calaveras	9,094	230,211	4 21	0.66
Colusa	13,118	1,093,669	10 79	46.00
Contra Costa	12,525	455,391	11 03	59.85
Del Norte	2,584	66,562	4 40	----------
El Dorado	10,683	207,793	4 44	----------
Fresno	9,478	1,703,800	2 47	78.99
Humboldt	15,512	791,859	3 71	----------
Inyo	2,928	66,789	4 10	----------
Kern	5,601	1,117,421	1 80	117.83
Lake	6,596	200,608	5 25	----------
Lassen	3,340	132,180	3 81	----------
Los Angeles	33,381	1,334,251	5 78	142.48
Marin	11,324	320,574	12 07	----------
Mariposa	4,339	222,013	2 88	----------
Mendocino	12,800	774,512	3 78	----------
Merced	5,656	1,021,323	3 39	36.75
Modoc	4,399	207,713	2 39	----------
Mono	7,499	82,913	16 68	----------
Monterey	11,302	901,772	4 93	----------
Napa	13,235	326,229	11 76	41.00
Nevada	20,823	229,526	12 59	30.25
Placer	14,232	330,655	5 62	112.75
Plumas	6,180	213,068	3 93	----------
Sacramento	34,390	606,759	9 00	60.50
San Benito	5,584	312,178	7 38	----------
San Bernardino	7,786	416,766	3 84	54.60
San Diego	8,618	960,908	2 26	158.85
San Francisco	233,959	27,000	35 56	4.00
San Joaquin	24,349	866,835	17 56	98.06
San Luis Obispo	9,142	944,790	2 71	----------
San Mateo	8,669	290,531	13 15	----------
Santa Barbara	9,513	981,252	2 46	----------
Santa Clara	35,039	558,590	18 30	8.50
Santa Cruz	12,802	245,253	10 66	----------
Shasta	9,492	329,724	2 62	18.80
Sierra	6,623	84,136	8 83	2.15
Siskiyou	8,610	191,683	6 10	----------
Solano	18,475	501,429	13 09	56.75
Sonoma	25,926	753,525	11 58	----------
Stanislaus	8,751	763,507	8 96	33.79
Sutter	5,159	372,082	7 32	10.00
Tehama	9,301	898,712	4 17	40.54
Trinity	4,999	92,465	4 48	----------
Tulare	11,281	1,166,579	3 48	74.63
Tuolumne	7,848	192,837	3 31	----------
Ventura	5,073	455,743	3 78	----------
Yolo	11,772	556,157	13 92	51.75
Yuba	11,284	283,166	4 55	16.29

DEDUCTIONS.

Total population	864,694
Population of counties through which roads of Central Pacific and Southern Pacific Railroad Companies pass	666,503
Percentage of whole population directly served by Central Pacific and Southern Pacific Railroad Companies	77.1
Total acreage of State	26,252,622
Acreage of counties through which roads of Central Pacific and Southern Pacific Railroad Companies pass	17,571,875
Percentage of whole acreage directly served by Central Pacific and Southern Pacific Railroad Companies	66.9
Average assessed value of land per acre	$6 88

LIST OF COMPETITIVE POINTS

"*Ninth* (B)—At what points along its main line within this State does it meet with rival carriers by rail, river, or ocean, and for what percentage of its gross earnings does it compete with them?"

Answer—The Central Pacific Railroad and leased lines come into direct competition with other carriers, rail or water, at the following points, seventy-one in number:

San Francisco (Market Street)	San Francisco Bay, Sacramento River and sloughs.
Oakland Pier	San Francisco Bay, Sacramento River and sloughs.
Oakland Wharf	San Francisco Bay, Sacramento River and sloughs.
Stock Yards	San Francisco Bay, Sacramento River and sloughs.
Standard Soap Company's switch	San Francisco Bay, Sacramento River and sloughs.
Emerys	San Francisco Bay, Sacramento River and sloughs.
Highland	San Francisco Bay, Sacramento River and sloughs.
Point Isabel	San Francisco Bay, Sacramento River and sloughs.
Stege	San Francisco Bay, Sacramento River and sloughs.
Barrett	San Francisco Bay, Sacramento River and sloughs.
San Pablo	San Francisco Bay, Sacramento River and sloughs.
Flint	San Francisco Bay, Sacramento River and sloughs.
Sobrante	San Francisco Bay, Sacramento River and sloughs.
Pinole	San Francisco Bay, Sacramento River and sloughs.
Powning	San Francisco Bay, Sacramento River and sloughs.
Tormey	San Francisco Bay, Sacramento River and sloughs.
Vallejo Junction	San Francisco Bay, Sacramento River and sloughs.
Valona	San Francisco Bay, Sacramento River and sloughs.
Crocketts	San Francisco Bay, Sacramento River and sloughs.
Granger Siding	San Francisco Bay, Sacramento River and sloughs.
Port Costa	San Francisco Bay, Sacramento River and sloughs.
Martinez	San Francisco Bay, Sacramento River and sloughs.
Avon	San Francisco Bay, Sacramento River and sloughs.
Bay Point	San Francisco Bay, Sacramento River and sloughs.
McAvoy	San Francisco Bay, Sacramento River and sloughs.
Los Medanos	San Francisco Bay, Sacramento River and sloughs.
Empire Railroad Crossing	San Francisco Bay, Sacramento River and sloughs.
Antioch	San Francisco Bay, Sacramento River and sloughs.
Cornwall	San Francisco Bay, Sacramento River and sloughs.
West Oakland	San Francisco Bay and Oakland Creek.
Oakland (Market Street)	San Francisco Bay and Oakland Creek.
Alameda Point	San Francisco Bay and South Pacific Coast Railroad.
Bay Street	South Pacific Coast Railroad.
Alameda	South Pacific Coast Railroad.
Fernside	South Pacific Coast Railroad.
East Oakland	South Pacific Coast Railroad.
Park Street Crossing	South Pacific Coast Railroad.
Fruit Vale	South Pacific Coast Railroad.
Melrose	South Pacific Coast Railroad.
Mitchell	South Pacific Coast Railroad.
San Leandro	South Pacific Coast Railroad.
Lorenzo	South Pacific Coast Railroad.
Haywards	South Pacific Coast Railroad.
Alvarado	South Pacific Coast Railroad.
Decoto	South Pacific Coast Railroad.
Niles	South Pacific Coast Railroad.
Washington	South Pacific Coast Railroad.
Warm Springs	South Pacific Coast Railroad.
Milpitas	South Pacific Coast Railroad.
Wayne	South Pacific Coast Railroad.
San José	South Pacific Coast Railroad.
Benicia	San Francisco Bay and Sacramento River.
Suisun	Suisun Bay and San Francisco Bay.
Army Point	Suisun Bay and San Francisco Bay.
South Vallejo	San Francisco Bay.
Thompsons	San Francisco Bay.
Napa	Napa River.
San Joaquin Bridge	San Joaquin River.
Stockton	San Joaquin River.
Lodi	S. N. and S. J. Railroad and Sacramento River.
Sacramento	Sacramento River.

Knights Landing	Sacramento River.
Marysville	Feather River.
Tehama	Feather River.
Chico	Sacramento River.
Red Bluff	Sacramento River.
Santa Monica	Pacific Ocean.
San Pedro	Pacific Ocean.
Wilmington	Wilmington Bay and Pacific Ocean.
Colton	California Southern Railroad.
Yuma	Colorado River and Pacific Ocean.

At the following eighty-two points on the Central Pacific Railroad and leased lines, rates are directly affected by reason of proximity to the competitive points named above, or by the law which requires that rates for short distances to intermediate points shall not exceed those to greater distances in the same direction within the State:

Brentwood	San Francisco Bay, Sacramento River and sloughs.
Byron	San Francisco Bay, Sacramento River and sloughs.
Bethany	San Francisco Bay, Sacramento River and sloughs.
Tracy	San Francisco Bay, Sacramento River and sloughs.
Goodyears	San Francisco and Suisun Bays.
Teal	San Francisco and Suisun Bays.
Napa Junction	Napa River.
Middleton	Napa River.
Banta	San Joaquin River.
Lathrop	San Joaquin River.
French Camp	San Joaquin River.
Galt	S. N. and S. J. Railroad and Sacramento River.
Acampo	S. N. and S. J. Railroad and Sacramento River.
McConnells	Sacramento River.
Elk Grove	Sacramento River.
Florin	Sacramento River.
Brighton	Sacramento River.
Lomo	Feather River.
Live Oak	Feather River.
Gridley	Feather River.
Biggs	Feather River.
Nord	Sacramento River.
Ceres	Sacramento River.
Soto	Sacramento River.
Vina	Sacramento River.
Sesma	Sacramento River.
Woodland	Sacramento River.
Blacks	Sacramento River.
Dunnigans	Sacramento River.
Harrington	Sacramento River.
Arbuckle	Sacramento River.
Berlin	Sacramento River.
Macy	Sacramento River.
Willows	Sacramento River.
Maxwell	Sacramento River.
Delevan	Sacramento River.
Logandale	Sacramento River.
Willows	Sacramento River.
Lyman	Sacramento River.
Germantown	Sacramento River.
Greenwood	Sacramento River.
Orland	Sacramento River.
Malton	Sacramento River.
Kirkwood	Sacramento River.
Corning	Sacramento River.
Richfield	Sacramento River.
Finnell	Sacramento River.
Anaheim	Via Anaheim Landing and Pacific Ocean.
Santa Ana	Via Anaheim Landing and Pacific Ocean.

Los Angeles and all stations north thereof are affected by reason of the competition with ocean route from San Pedro, as follows:

Sepulveda,	San Fernando,	Newhall,	Lang,	Ravenna,	Acton,
Alpine,	Lancaster,	Sand Creek,	Gloster,	Mojave,	Nadeau,
Cameron,	Tehachapi,	Girard,	Keene,	Bealville,	Caliente,
Pampa,	Sumner,	Lerdo,	Poso,	Delano,	Alila,
Tipton,	Tulare,	Huron,	Heinlen,	Lemoore,	Hanford.
Goshen,	Cross Creek,				

SPECIAL CONTRACTS.

"*Tenth* (B)—What are the alleged special contracts, or underbidding system of contracts at such competitive point or points, under which your company performs stipulated service for contracting shippers on terms not open to all rival shippers and carriers?"

Answer—There are no special contracts with local shippers; that is, on freight moved within this State.

The company is concerned in special contracts made by eastern roads with shippers who agree to use the overland lines exclusively, as against the ocean routes; but no such contracts are made between points within the State.

"*Eleventh* (B)—State the average difference, if any, between contract and competitive rates for equivalent service at such points. A sample copy of such contract is requested."

Answer—Copies of overland contracts and of rates to contractors and non-contractors, herewith.

It is impossible to strike an average difference, but the rates show for themselves.

"*Twelfth* (B)—Approximate the average difference between such special rates at such points and schedule rates at non-competitive points."

NOTE.—The replies to Nos. ten and eleven.

AVERAGE RATES OF FREIGHT PER MILE IN 1881.

"*Thirteenth* (B)—From a comparative estimate what are the relative average rates of through and local freights?"

Answer—This query cannot be answered for the year 1882, as tonnage statistics cannot be compiled till about May first.

In 1881 the average rate per ton per mile on through freight was 1.667 cents, and on local freight 3.215 cents.

"*Fourteenth* (B)—When and why are both collected, if at all, on through shipments to and from non-competitive points?"

Answer—This is not done. Non-competitive points are given the benefit of lowest through rates to nearest competitive point, in proportion to their proximity to such points, when this is lower than local rates between eastern cities and such non-competitive points.

"*Fifteenth* (B)—What is the total income for the year ending December 31, 1882, of your road in California, from local freights on through shipments?"

NOTE.—As explained in preceding answer, no such charges were made.

JOINT EARNINGS.

"*Sixteenth* (B)—What share of joint earnings from through freights, pro rata with its overland connections, is received by your road in California?"

Answer—Earnings by our road in California on through freights, pro rata with overland connections, were as follows, being less than thirty-nine per cent of the whole.

West-bound through freights:

	California Proportion of Charges.	Total Central Pacific Proportion of Through Charges.
Via Union Pacific	$633,044 22	$2,009,630 80
Via Atchison and Topeka	158,742 75	294,533 98
Via Texas Pacific	50,685 58	93,656 61
Total	$842,472 55	$2,397,830 39

East-bound through freights:

	California Proportion of Charges.	Total Central Pacific Proportion of Through Charges.
Via Union Pacific	$220,897 43	$728,037 48
Via Atchison and Topeka	210,667 98	360,407 99
Via Texas Pacific	266,041 97	475,829 55
Total	$697,607 48	$1,564,275 02
Grand total	$1,540,079 93	$3,961,275 41

"*Seventeenth* (B)—What, for the year last mentioned, were its total earnings from freights of all classes?"

Answer—$16,302,882 72.

"*Eighteenth* (B)—What, for the same year, were its total operating expenses of the freight department?"

Answer—This query, with numbers 22, 23, 24, 25, and 26, which are all of the same nature, cannot be answered by this or any railroad company doing freight and passenger traffic on the same line of rails.

It is admitted by the best railroad accountants that any estimate or system of division of each class of traffic made for such a road would be only approximate, and might be very far from correct.

The truth of this will be apparent when we remember that the volume, direction, and condition of movements of freight (all of which affect the cost), are constantly fluctuating; and the same is true, though in a more limited sense, of passenger business, the lower classes of which are sometimes hauled in mixed trains.

The company does not attempt to segregate the cost of each class of traffic, and therefore cannot give the percentages of expenses in each department.

RELATIVE COST OF SERVICE.

"*Nineteenth* (B)—How far does the relative cost of service in the freight and passenger departments of your road control the rates of charges for fares and freights?"

Answer—The relative cost of service being unknown (see answer to queries Nos. 19, 22, 23, 24, 25, and 26), it follows that other considerations must control the rates of charges for fares and freights. To

show all these would be to enter a broad and important field of political economy too wide for the limits of this extended communication. It is a subject, however, which I shall be pleased to discuss further with you at some future time, and which I trust will receive, as it deserves, your careful study.

PASSENGER RATES PER MILE.

"*Twentieth* (B)—What are the maximum and minimum and average rates per mile for through passengers on your road in this State?"

Answer—Presuming that this question refers to overland traffic, which has always been designated as "through," maximum is 5.2 cents per mile; minimum is 1.6 cents per mile. The average rate of fare per mile cannot be given, excepting that we may be allowed to quote our general average rate per mile for our whole system during the year 1881; *i. e.*, 3.06.

"*Twenty-first* (B)—The same for local passengers, excluding fares of Oakland ferry?"

Answer—The local rates in this State, excluding fares of the Oakland ferries, are, maximum, 10 cents; minimum, 1.4 cents. The average rate per mile for 1882 cannot now be given; but for the year 1881, we find it was 3.94 cents per mile, while including the Oakland ferry traffic for the same year, it was 2.68 cents.

"*Twenty-second* (B)—What is the percentage of expense to earnings from each class of passengers, and percentage of net income from each to total operating expenses incurred for both?"

Answer—Refer to "answer" given for eighteenth question.

"*Twenty-third* (B)—Percentage of expenses to earnings in passenger department?"

Answer—Refer to "answer" given for eighteenth question.

"*Twenty-fourth* (B)—Percentage of expenses to earnings in freight department?"

Answer—Refer to "answer" given for eighteenth question.

"*Twenty-fifth* (B)—Percentage of total expense to total earnings in both departments?"

Answer—Refer to "answer" given for eighteenth question.

"*Twenty-sixth* (B)—Percentage of net income in each to total net earnings in both?"

Answer—Refer to "answer" given for eighteenth question.

FURTHER INFORMATION WANTED.

Severe illness having greatly interfered recently with the prosecution of my official duties, I regret that I could not have given more of my personal attention to the matter embraced in these questions. A desire to comply with the Board's wishes, for presentation of the answers at the next meeting, might be offered as further apology for any possible omissions or apparent incompleteness of requested information.

At the same time, I will add, that any additional queries it may be the pleasure of your honorable Board to make, will receive prompt attention by,

Very respectfully,

A. N. TOWNE, General Manager.

April 16, 1883.

To the honorable Board of State Railroad Commissioners:

Gentlemen: May I take the liberty of referring your honorable Board to a communication under date of February twentieth last, from our General Manager, A. N. Towne, answering certain questions embraced in Circular No. 2, adopted and issued February 5, 1883. Wishing to state, that being now able so to do, we desire to give more explicit answers to the following numbers:

"*Twentieth* (B) page 35—What are the average rates per mile for through passengers for 1882?"

Answer—Average number of miles traveled by each passenger, 33.27; average charge per mile per passenger, in cents, 2.92.

"*Twenty-first* (B)—The same for local passengers for 1882?"

Answer—Local travel in this State, including ferries. Total number of passengers, 7,366,525; total miles, 124,809,648; total earnings, $3,189,399 74; average number of miles traveled by each passenger, 16.94; average charge per mile per passenger, in cents, 2.56.

Same, excluding fares of the Oakland ferries: Total number of passengers, 1,471,366; total miles, 70,206,844; total earnings, $2,613,-165 79; average number of miles traveled by each passenger, 47.72; average charge per mile per passenger, in cents, 3.72.

The above figures show percentages of decrease in fares received during 1882, as compared with similar receipts for 1881, as follows: For whole system of roads, 4.6 per cent; for the State, 4.5 per cent; for latter, excluding ferries, 5.6 per cent.

Very respectfully, your obedient servant,

T. H. GOODMAN, G. P. and T. Agent.

EXHIBIT E.

To the honorable the Board of Railroad Commissioners of the State of California:

Gentlemen: On behalf of the Central Pacific Railroad Company I have the honor to acknowledge the receipt of a copy of the order adopted by your honorable body on the twenty-sixth day of June, ultimo, prescribing the rates of passenger fares on the system of railroads owned and leased by it.

The order establishes a maximum of six cents per mile on the desert and mountain portions of the system, and four cents per mile in the valley districts, and adopts all lower rates now charged by us.

This official order works many radical changes in the rates of passenger transportation, and we respectfully enter this our solemn protest against its enforcement, and for grounds of protest beg leave to respectfully submit the following:

GROUNDS OF PROTEST.

First—The State of California, neither through its Legislature nor through you, its Board of Railroad Commissioners, has jurisdiction to regulate fares and freights upon either the Central or Southern

Pacific Railroad. Both of these roads, as you are aware, have been constructed under Acts of Congress—the former under the Act of Congress of July 1, 1862, in relation to the Union and Central Pacific Railroads—the latter under two Acts of Congress, to wit: the Atlantic and Pacific Railroad Act of July 27, 1866, and the Act in relation to the Texas and Pacific Railway Company of March 3, 1871. By the eighteenth section of the first of said Acts Congress reserved to itself the power to regulate fares and freights upon the Central Pacific Railroad, after the income of said road should exceed ten per cent upon the cost of its construction, exclusive of the five per centum required to be paid by the company to the United States in liquidation of the loans made by the United States to it, and in the meantime authorized the company to establish its own rates.

By the thirteenth section of the second of said Acts it was provided that the Directors of the Southern Pacific Railroad Company might, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on its road, or any part thereof.

The fifteenth section of the third and last of said Acts provided that the rates charged for carrying passengers and freight per mile shall not exceed prices which might be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific Railroads; and, by the nineteenth section thereof, it was further provided that no act of the company, nor any law of any State or Territory, should impede, delay, or prevent the company from performing its obligations to the United States.

JURISDICTION RESERVED BY CONGRESS.

Thus it appears that Congress has reserved to itself full and complete jurisdiction over the regulation of fares and freights, upon both the roads in question, and has already, in a measure, exercised such jurisdiction. To this jurisdiction, on the part of the National Government, the State of California, by solemn Acts of its legislative body, has fully assented, if such assent was necessary, which we deny.

Said Acts were directed by a wise policy on the part of Congress. The purpose of Congress, in the passage of said Acts, was to promote the settlement and development of the country, and to stimulate and encourage the construction of lines of communication between all parts of the national domain.

The action proposed by you, and against which we protest, is at variance with this broader policy of the National Government; indeed, it will prove, if enforced, the reversal of that policy, by arresting the construction of transportation lines, and thereby retarding the development of the national resources, and delaying the progress of civilization.

Second—The rates proposed to be established by this order will supplant and nullify schedules for passenger transportation, in all respects just and reasonable to the public and equitable to our roads.

Third—The order is an unlawful interference with that liberty of action which all enlightened governments are bound to accord to their citizens.

Fourth—The rates established by us, and which the enforcement of the order will modify and supplant, do not constitute an abuse

calling for remedy by the interposition of the legislative, executive, or judicial function, alleged by some persons, but denied by others, to be vested in your honorable body.

Fifth—The rates established by us, and proposed to be abolished by your order, were produced by the natural reciprocal relation of the lower with the higher rates subsisting, and in force upon the various portions of our railroad system.

Sixth—It is undeniable that the standard from which the reductions of maximum rates were made by you was that adopted by us. But in utter disregard of the reasons influencing the establishment of maximum rates and the relation of minimum rates thereto, you have reduced the maximum without permitting an increase of the minimum rates, with which such maximum rates were correlated, when the scale of rates were established by us.

THE SWEEPING SCHEDULE.

Seventh—We further protest, on the general grounds, that there is no well founded justification for reductions, which, in the language of one of the members of your honorable body, "are probably the most sweeping ever made by one schedule in any State," and because the order is largely due to uninformed and unreasonable clamor on the part of persons absolutely ignorant of the equitable principles upon which transportation services should be rendered.

Eighth—We further protest, because, during the investigations and proceedings which have culminated in the order in question, undue weight has been given to the oft-repeated misrepresentation that the roads singled out for regulation were constructed at the public expense, while, in fact, every one at all familiar with the legislative history of the country well knows that they were constructed under contracts made between their builders and the United States, at the earnest solicitation, and with the eager and unqualified approbation of the State of California.

Ninth—We further protest, because your tribunal—judicial, legislative, and executive in its character—uniting, therefore, those powers which modern statesmanship has wisely assigned to separate departments of government, in respect to all citizens, except such as are engaged in the business of transportation—has been made the forum of unchallenged and unrebuked falsifications and disgraceful attempts at coercion.

OBSERVERS OF THE AGITATION.

Of the "agitation" which has preceded the definite action of your Commission, we have been careful observers. We have noted the varied and ingenious agencies which have been active in influencing the conclusions to be reached by your honorable Board. County committees have assumed to dictate to you the exact manner in which the functions of your office should be performed. Preambles and resolutions, prepared and adopted without regard to law or logic, but always denunciatory of "recreant Commissioners," have been formulated by aspiring place-hunters, and given prominence in the columns of a press under the influence or control of selfish schemers, whose only desire has been or is to promote individual aggrandizement.

Public meetings have been called, which, in view of the number and character of the persons present, were a rebuke to their promoters. An unprincipled and communistic press exaggerated the importance of these gatherings and industriously magnified the numbers in attendance.

The county committees and public meetings have represented to the Chief Executive of the State that members of your Commission should be impeached, and have demanded of his Excellency that he should forthwith convene the Legislature in special session that the trial might proceed without delay. The halter and the stake, border ruffianism, and mob violence have been threatened by those whose sworn duty it is to administer and uphold the law. Members of the Legislature, forgetting that they might be called to sit as impartial judges on such a possible trial, have shown an indecent haste to record their verdict and to pronounce their judgment long in advance of a hearing.

EFFORTS AT COERCION.

You, as Commissioners, have essayed to perform the functions of your high and responsible office in the midst of these turbulent and unseemly proceedings. You have attempted to investigate the most important and intricate question that can tax the ingenuity of man, while experiencing these disgraceful efforts at coercion. In your very Court-room, and while in session, you have been called upon to administer equity—according to their notions of equity—by the advocates of mob law; by the violators of law and decency.

We submit that it is impossible for any public officer to hold the scales of justice even when surrounded by circumstances, conditions, and influences such as these.

It has been our constant aim so to conduct our business as to be at peace with the patrons of our lines. Any one brought into business relations with us having a grievance, real or fancied, has always been able to obtain a patient hearing and prompt redress, if redress comported with business principles. That we have been reasonably successful in establishing good relations with the great body of our patrons is proved by their non-participation in the coercive efforts which, we insist, have influenced the judgment and determination of your Commission. The representative merchants, manufacturers, laborers, skilled and unskilled, as we believe, have taken no part in the agitation by which designing persons have attempted to make outlaws of a majority of your Commission.

BRANCH LINES TO RICH VALLEYS.

It is well known that it has been our purpose to construct branch lines into some of the rich valleys of the State, into which, as yet, no railway has penetrated, and which are, therefore, comparatively isolated, for the want of transportation facilities. Indeed, in some cases, our intentions have been partially executed. Napa County merits an increase of railway mileage, by which Lake County, also, would be greatly benefited. The time and expense now required for a visit to Yosemite can and ought to be lessened, but this can be done only by railway construction. The extensive valley of the San Joaquin is inadequately provided with railway advantages. An extension of the line from Soledad southerly through the Counties of San

Luis Obispo, Santa Barbara, and Ventura, as soon as trunk lines are completed, would vastly improve those sections of the State, and speedily quadruple the population and taxable property thereof.

These and other branch lines have had the earnest consideration of the builders of the Central and Southern Pacific roads, and for some of them lines have been surveyed; and in respect to others, more advanced preparations have been made for their early construction.

All these projects must now be abandoned, or postponed, until those who are invested by the Constitution with the power to regulate our affairs, are allowed by all persons to exercise the functions of their office without fear of political ostracism.

We are not now, nor have we ever been, apprehensive of serious evil from an enlightened, unprejudiced, and untrammeled Commission.

All of which is respectfully submitted.

A. N. TOWNE,
General Manager Pacific Railroad and leased lines.

To the foregoing protest the fourth annual report of the Commission refers and replies as follows:

The reduced maximums were put in operation on the nineteenth day of August, and superseded rates ranging up to ten cents per mile. The comparative mileage of different rates on all the roads affected thereby is as follows: On seven hundred and twenty-four miles, six cents; on eight hundred and eighty, four cents; on two hundred and sixty-four, less than four and more than three cents; and on one hundred and fifty-one, less than three cents per mile. The schedule and order of the Commission adopt the lowest existing rates on four hundred and fifteen miles of road, and establish reduced rates, making an average reduction of more than thirty per centum on the rates superseded, over and upon sixteen hundred and four miles of road.

The companies subject to the order of the Commission submitted to its enforcement under the formal protest which accompanies this report as Exhibit E. It was made by A. N. Towne, their General Manager, and excepts:

First—To the jurisdiction of the Commission to "regulate fares and freights upon the Central and Southern Pacific Railroads." The theory of the exception is, that by the several Acts of Congress to aid the construction of said roads, all power to regulate their charges for transportation, interstate or local, not conferred upon their Directors, was reserved, with the assent of the State, by the Federal Government. It is also urged that the exercise of the power thus conferred over the Central Pacific Railroad is contingent upon an income of ten per cent upon the cost of its construction, exclusive of payments upon loans due to the Government. It is further maintained on behalf of the protesting company, that it is protected by said Acts from any law of any State or Territory by which it might be impeded, delayed, or prevented from performing its obligations to the Federal Government.

Having exercised the disputed power, the Commission finds in the Constitution of the State a defense which it need not defend. And, as any response to a denial of its authority may be superfluous, it will only suggest that Congress could reserve or confer only such powers as it had, and that they were and are limited to the regulation of inter-

state commerce. To this the stipulated service to be performed by the protesting companies clearly belongs. To their acceptance of the loans and franchises necessary to the performance of that service, and to their resulting obligations to the Federal Government, the State has assented, and can do nothing to defeat them. But it could not apprentice the complaining corporations to another State, nor to the United States, nor subordinate its local jurisdiction over them to any power or government external to itself.

The Acts of Congress relied upon by the protestant, if construed with reference to the visible boundaries of Federal power, are plainly enough within them, and the ratifying act of this State, so far from being a surrender, was an exercise of sovereignty in aid of overland roads for both local and national purposes. In short, the relations of the State and Federal Governments to an overland road are much like those of the connecting but separate steamship companies to the man who sold their tickets. In the case of Biggs vs. Vanderbilt and Drew (19 Barb. 222), they are held to have had the "same agent, but he acted in his vicarious capacity for each."

Second—The protesting companies deny that reductions made by the Commission from preëxisting standards, established by themselves, are just and reasonable. The theory of this objection has been fully considered and answered, and those who would draw conclusions from known results must wait for them. In the meantime there are better reasons for other reductions than for any reaction to former rates.

Third—The protestants "insist" that the judgment and determination of the Commission in the premises must have been influenced, if not induced, by hostile surroundings. To all this and more, the Commission and each member thereof, enters an unqualified disclaimer and denial. And with the emphatic assurance that no official act or opinion of either has been or ever will be at all influenced by any threat or fear of railroad injunction, partisan mandamus, or personal injury, the subject is dismissed.

Fourth—The last and most serious objection to the action of the Commission is, that it will discourage and prevent the extension and construction of railroads, and will thus arrest the progress and prosperity of the State. It is suggestive of more than is said. It very clearly implies that the public use of railroads, which is the subject of regulation, is the sole inducement to their construction and operation. Precisely upon this implication rests the conclusion that the use of existing roads should be regulated upon such principles as not to discourage or defeat the construction of extensions and branch lines. Admitting a conclusion which none will controvert, the Commission denies the alleged wrong to existing and projected roads. It has in all cases considered the essential conditions upon which they ever have been or can be built and operated. It has not found in unity of management any legal or moral reason for ignoring these conditions, nor for substituting arbitrary uniform rates for reasonable compensation. It has not given to one railroad or company what belongs to another. It has not taken from the centers of population and production their rightful advantages, nor from less favored districts such as they have, either in possession or expectancy. It has not, in plain violation of the Constitution and common justice, enforced competitive rates over mountains and deserts, where it could neither build another road, nor dig a river, nor roll an ocean.

It has not attempted to do impossible things, nor to reverse or revise the Constitution, the irreversible laws of trade, or the equally enduring principles of transportation.

This Commission can have no policy other than that of the law, which is presumed to be the welfare of the people. That their interests may be subserved by the railway system of the State, it must be studied and governed upon comprehensive business principles, with reference not alone to what they have, but also to what they want and must have. For this purpose even the most romantic and mysterious passages in the history of pioneer roads are of far less importance than their present or prospective extension, management, and use. They came in advance of ordinary business inducements. Their construction was accelerated by Government loans, which are subsisting liens upon them. But for operation and maintenance they are left, like other roads, dependent upon their public use at reasonable compensation. And while they have stimulated the industries and business activities of contiguous territory, and have drawn to it two thirds of the population of the State, they have a local traffic equal to less than one third of their possible equipment and working capacity. And as the cost of service, other conditions being equal, is in inverse ratio to volume of traffic, it follows that the people living along and patronizing existing roads, and especially those having none to patronize, can have nothing to gain, for an indefinite time to come, by parallel or competitive lines of road. It is as plainly in the interest of all beneficially concerned to enlarge the tributary territory and increase the local patronage of trunk lines, and to round out and perfect the railroad system of the State, by branches and feeders running east to isolated districts along the western slopes of the Sierras, and west through the valleys and passes of the Coast Range, beyond the reach of competition. And the differing conditions and rates of charge upon which such subsidiary roads can alone be constructed and operated, are as certain and inevitable as manifest destiny, which is simply what must and will be, near-sighted and superficial statesmanship to the contrary notwithstanding.

EXHIBIT F.

JULY 6, 1883.

To the honorable the Board of Railroad Commissioners, State of California:

SIRS: In response to your order of the twenty-ninth of June, the Central Pacific Railroad Company, by its Freight Traffic Manager and General Freight Agent, appeared before your honorable Board on the twenty-seventh ultimo to protest against the action contemplated by your Commission in the matter of reducing the freight rates of this company.

It now begs to submit, in writing, the reasons given at said interview, with additional arguments against said action.

It respectfully urges upon your Commission that the spirit and purpose of the organization of a State Board of Railroad Commissioners was to remove the question of regulation of freights and fares from the stump of political campaigns—taking it out of politics, from

being forced upon the overburdened Legislature, whose time, knowledge, and experience did not qualify it to deal with the subject, and refer it to the thoughtful consideration of a Board which should study the question with disinterested motives, and act upon exact knowledge, or from data gathered from the many sources of information which the vast railroad system of the nation and the experience of kindred bodies in other States and countries made available to thorough inquiry and research.

JUDICIAL FAIRNESS INVOKED.

It submits that the individual members of your Commission are bound by their oaths to deal with this subject with judicial fairness; that they should have equal regard to both sides of the controversy, acting with caution and from an intelligent consideration of all the facts and interests involved. It submits that such a thing as a candidate for a place on your honorable Board being pledged in advance of election to a reduction of freights and fares, before he could have had information, knowledge, or experience to qualify him to speak to the question at all, was never contemplated by the framers of the Constitution, much less by the people whose votes adopted that instrument.

It asserts that the agitation of the question by a portion of the press is for political effect, to serve the personal ends of men scheming for place, and it finds its only support in an exaggerated public opinion, manufactured by persistent misstatement and gross misrepresentation—misrepresentation which your honorable body can, and, in the judgment of the company, should correct, if not for the protection of the vast transportation interests committed to its charge by the Constitution, for the protection of the people from demagogism, than which nothing can be more demoralizing to enlightened citizenship, or dangerous to free institutions.

For example, see the following clipping from a morning paper:

A CASE IN POINT.

Concerning the question of railroad discrimination, a correspondent at Santa Ana, Los Angeles County, furnishes the *Examiner* an item of news to which we call the attention of the Railroad Commissioners:

To the Editor of the Examiner:

SIR: This town is distant from Los Angeles thirty-three and one third miles. The railroad company charges for a *carload of hay* from here to Los Angeles seven dollars; from Los Angeles to this place for a carload of hay twenty dollars. Can you explain the justice and reason for this *discrimination?* Can our Railroad Commissioners furnish a reasonable solution of the question?

SANTA ANA, July 2d.

The charge for a carload of hay between Santa Ana and Los Angeles is fifteen dollars in either direction. The only foundation for the misstatement is found in the fact that the difference between the rates from Los Angeles and Santa Ana respectively to Arizona points is seven dollars per carload.

Denial by the carrier of such misstatements will have little effect on public opinion. Inquiry and correction, according to the facts, by your Commission, would soon end malevolent charges of this character with a beneficent effect upon society.

The company does not presume to gauge the influence which pub-

lic agitation has had in determining the proposed action of your honorable Board. It would, however, respectfully urge that the demand of a few, or all in a community, is not a sufficient ground for the Commission's action. It should first determine whether such demand is right. It has no moral or legal prerogative to experiment. Tentative movements of this character are opposed to public and private rights, a perversion of the powers which have been delegated to your honorable Board in the name of the people. Hasty, ill advised action, the behest of so called party managers, is inconsistent with the dignity of a Board whose origin is found in public ignorance of the transportation question and a professed unwillingness upon the part of public servants to act without due inquiry, lest injustice might result to the people or to the carrier.

The question arising here is whether the members of this Commission, taking office but six months ago, have so informed themselves upon the subjects as to say under their oaths of office that the rates of freight now charged and collected by this company are unreasonable or unjust.

The company protests that the charges for its services are fair and reasonable, judged by any proper standard; that an enlightened public policy does not justify interference with its tariffs; that the growth of the State, the advancement of its material interests, the present condition of its industries as compared with older communities nearer the great markets of the world, all testify against the malicious assertions of those who charge upon the company a grasping, grinding policy, necessitating governmental regulation and control.

THE AVERAGE CHARGE FOR FREIGHT.

The average charge for freight which was both taken up and laid down within the State of California during the year 1882, was at a rate of but two and nine tenths ($2\frac{9}{10}$) cents per ton per mile, notwithstanding the legal maximum of fifteen cents per ton per mile. The average length of haul was only one hundred and five miles. This average rate includes all the short hauls, the mountain service on the Sierra Nevadas, the Tehachapi and Coast Range, and the service across the Mojave and Colorado Deserts. It excludes all material for company's use, which, if included at a rate equal to the estimated cost of service, as is the custom with most railroad companies in exhibits of this character, would materially reduce the average. This point should not be overlooked in comparison with exhibits of other railroads. It excludes all freight interchanged with other States and Territories on the Pacific Coast, and also all through freight interchanged with the States east of the Rocky Mountains.

The result of the policy pursued by a railroad company in its effect upon the communities it serves, or even upon its own revenues, can only be exhibited by yearly averages, and often a more extended period is necessary to a proper test. This, doubtless, is true in the case of the Central Pacific Railroad and dependencies to a greater degree than with other railroads in this country. No other system of roads in one State presents such varied physical characteristics as does the Central Pacific in California. Such a combination of valley, mountain, and desert road can nowhere else be found. This necessitates a complicated classification of service and charges with respect to the character of the road, which, together with the classification

of freight with respect to its bulk, value, and influence upon the general prosperity of the community, as a whole, makes uniformity of charges impossible and the average rate the most approximate index to the correctness of the tariff.

The company, therefore, submits the fact that its average charge for the transportation of freights wholly within the State of California, during 1882, being but two and nine tenths ($2\frac{9}{10}$) cents per ton per mile—less than one fifth of the maximum allowed by law—is indubitable evidence that the charges are reasonable and should not in any particular be disturbed.

THE TENDENCY OF RATES DOWNWARD.

It submits, further, as evidence that the tendency of freights is downward, calling for no interference by the State, the statement that the average charge for freight service wholly within the State of California has been, during the past five (5) years, as follows:

During 1878, 3.7 cents per ton per mile.
During 1879, 3.6 cents per ton per mile.
During 1880, 3½ cents per ton per mile.
During 1881, 3.1 cents per ton per mile.
During 1882, 2.9 cents per ton per mile.

The company further protests against the proposed action as unjustly discriminative. It is generally understood to be directed wholly against the Central Pacific Railroad and leased lines. Short independent lines, operated, as alleged by their managers, without profit, are to be exempted from the contemplated action of the Commission. It might be made to appear that such action was not designed to reward bad judgment and incapacity on the part of the projectors and managers of the non-paying railroads, but to punish sagacity and good management, to which, ordinarily, the success of a paying enterprise is largely owing. California needs many more branch lines, yet, by such action the State, through its Railroad Commissioners, says to the would-be investors: "If you build these roads and the investment proves good, we shall arbitrarily reduce your charges, so as to equalize the income and outgo."

If the North Pacific Coast Railroad Company, the California Southern Railroad Company, and others, are to be favored by no interference upon the part of your honorable Commission, on the ground of the smallness and the unremunerative nature of their traffic, upon what considerations of justice can a different policy be pursued toward the several integral parts of the Central Pacific system, which could not be operated independently, and preserve the same facilities and service to the public, which, by themselves considered, do not yield a reasonable revenue? These parts of the Central Pacific system are distinct corporations, having distinct and separate obligations, and it is respectfully submitted that they are entitled to distinct and separate considerations, apart from their connection with the Central Pacific; that upon the grounds upon which it is proposed to exclude roads which are independent of the Central Pacific from the reductions contemplated by the Commission, those small roads leased to the Central Pacific are entitled to claim the right to charge such rates as will yield a fair profit upon the investment.

SPECIFIC OBJECTIONS TO REDUCTION.

For specific objections to the reductions proposed, the company respectfully urges against that for moving grain from interior points to tide-water:

First—There is no general or well founded complaint against the rates charged for this service.

Second—A reduction ranging from seven (7) per cent on the low rates, for the short hauls from bay points, to thirty-three and one third ($33\frac{1}{3}$) per cent on the rates from the Upper Sacramento Valley, and from twenty-seven (27) to thirty (30) per cent on the rates from the Upper San Joaquin Valley, was made at the instance of your predecessors, taking effect on, and continuing in force since, the first day of June, 1881. A further reduction could not but be regarded by fair-minded men as unreasonable and unjust, savoring of a desire to cripple the railroad company, rather than to enforce equal and just tariffs.

Third—The grain rates, as modified in the manner above explained, are not burdensome to the producer. They rather contribute largely towards making the production of grain in California more profitable to him than it is in any of the great grain fields west of the Mississippi River, and east of the Rocky Mountains. In support of this, your Commission is respectfully referred to the exhibits filed with it on the twenty-seventh ultimo, one of which compares the grain rates of this company to Port Costa—now the principal grain depot for export—from all points, beginning with Martinez (distant three and four tenths miles), and running south to Santa Ana (distant four hundred and eighty-three miles), with rates for like distances charged by the Texas and Pacific Railway to New Orleans, the Missouri Pacific Railway to St. Louis, the Chicago, Milwaukee, and St. Paul Railway to Milwaukee, and the Chicago and Northwestern Railway to Chicago.

THE AVERAGE PER TON PER MILE.

The average per ton per mile of the rates charged, based upon equality of tonnage for all points, is as follows:

Central Pacific	$1\frac{66}{100}$ cents.
Texas and Pacific	$2\frac{50}{100}$ cents.
Missouri Pacific	$2\frac{37}{100}$ cents.
St. Louis and San Francisco	$2\frac{44}{100}$ cents.
Chicago, Milwaukee, and St. Paul	$2\frac{8}{100}$ cents.
Chicago and Northwestern	$1\frac{80}{100}$ cents.

The lowest average of the eastern roads named is that of the Chicago and Northwestern Railway, one of the leading railroads of the great Northwest, whose mileage is about equal to that of the Central Pacific system, and whose gross tonnage, per mile operated, during the year 1882, was two thousand five hundred and twenty tons (according to Poor's Manual), against one thousand and eighteen and one half tons, per mile operated, carried by the Central Pacific system; yet the average charge for grain by the Chicago and Northwestern Railway is one and eight tenths cents per ton per mile, against one and sixty-six one hundredths cents per ton per mile, the average of the Central Pacific.

Another compares the grain rates of the Central Pacific to Port Costa from all points, beginning at Goodyears (six and seventy-seven

one hundredths miles distant), and running via the California Pacific and northern roads, to Tehama, in the upper Sacramento Valley (distant one hundred and fifty-five miles) with rates charged for like distances to Milwaukee by the Chicago, Milwaukee, and St. Paul Railway, another of the great railroads of the Northwest. On bases of equality of tonnage from all points, the average charge in cents per ton per mile of the Central Pacific compares, with that of the Chicago, Milwaukee, and St. Paul, as two and fifty-one one hundredths is to three and forty-two one hundredths, the eastern road charging an average of thirty-six per cent more than the Central Pacific.

Another exhibit shows the average grain rate of the Central Pacific to Port Costa, from stations between Goodyears and Willows, to compare with the average of the Chicago and Northwestern Railway for like distances in Illinois, to Chicago, as two and seventy-three one hundredths cents is to three and three one hundredths cents per ton per mile, the eastern charge being higher by nine and eighty-nine one hundredths per cent than that of the California road.

THE STANDARDS OF EASTERN ROADS.

The other exhibits filed at the same time, and which compare rates from the Sacramento Valley, speak for themselves. They make a no less favorable showing for the Central Pacific; and, if charges by eastern roads are just standards by which to regulate the charge in California, they show conclusively that further involuntary reductions in the grain rates of this company would outrage justice.

This company, however, does not admit, nor will your honorable Board be likely to regard the rates charged by eastern railroads as fair criterions by which to judge the charges of the Central Pacific. The managers of the eastern roads themselves acknowledge the greater cost of service here, and in through business, in which they are joined with the Central Pacific, allow the latter a greater rate per mile than their own companies receive. The cost of labor, fuel, and all supplies which are used in operating a road, is greater here than in the East. The physical characteristics of the road are more varied and difficult; the traffic is very much lighter; every element of cost or economy is against the California, and in favor of the eastern road.

It requires no expert knowledge to discover this. It ought not to require a protest from this company to secure proper consideration of the fact by the public and your honorable Board. In the matter of handling grain, the Central Pacific's service is greater and more expensive than that of eastern roads. The rates of the Central Pacific include unloading at tide-water and delivery at ship's side, if vessel is ready for grain; or, if not ready, delivery at pile on wharf, or in warehouse. The grain is handled in sacks, is housed at forwarding stations only to a limited degree, being largely "corraled," or piled without shelter, alongside the track. This requires it to be moved before the early rains, demanding of the railroad company such attention and expedition as to not infrequently compel neglect of other traffic; while, as a rule, the cars are sent empty after the load, thus doubling the car mileage for one load.

GRAIN SHIPMENTS IN THE EAST.

By eastern roads the grain is uniformly handled in bulk. It is universally housed after harvest, and is moved only as the market is favorable, or the necessities of the farmer require. In loading it usually passes through an elevator, being shot into the cars at such a rate that a full train can be loaded and moved while one car is being loaded in California. At the various termini it is discharged into elevators, a car being emptied in something less than one minute. The economy permissible in the use of rolling stock by this rapid loading and discharging of cars is very marked. Cars have made two round trips in one day between Aurora and Chicago, Illinois, a distance of about fifty miles, a thing impossible here under four days. According to this, the California road would be required to at least quadruple the rolling stock employed by the Illinois road to handle the same tonnage a like distance. Moreover, the return traffic on eastern roads, in coal, lumber, etc., used in the interior, nearly balances the outward tonnage of cereals and produce, giving full loads in both directions. Within a few weeks the writer was informed by Mr. Midgley, the Commissioner of the Iowa Trunk Line Association, that, latterly, the east and west tonnage of the lines he represented nearly balanced, and he looked for equality within a short time.

From the foregoing the company argues that any reduction in grain rates is indefensible. It is aimed at that portion of the traffic which, in acknowledgment of the principle that by fostering production it promotes its own interests, it has, with the prescience of trained judgment, treated with unexampled liberality.

CLASSIFICATION OF TRAFFIC.

With respect to the proposed reduction on grain for seeding and feeding purposes going to the interior to the level of rates for outward grain, the company would, in addition to the general protest against any reductions whatever, urge that the principle which the Commission would set up in this case, namely: that rates for the same class of goods should be the same for like distances, regardless of direction, is erroneous. Classification of traffic for the purpose of rating charges thereon is necessary and universal. It has not become universal by the election of the carriers; the laws of trade have forced it. If possible, an average rate upon all goods would be adopted by every carrier; its effect in simplifying and economizing the conduct of transportation can hardly be measured. This classification must be had, not only with respect to different values, bulk, weight, frangibility, etc., but also to volume, direction, and competition. For example, manufactured cottons from the mills of the South to the North, are rated materially lower than from the mills of New England to the South, the difference ranging from forty-five to forty-seven per cent; this in spite of the fact that the raw material must first go from the South to New England in order to be milled and returned. Raisins, before becoming an important California product, were, and even now are, brought from the East for from two to three cents per pound. They are sent from California to the East at one and one half cents per pound. Examples might be multiplied. Fifty cents per ton upon the product of his ranch amounts to considerable

to the California farmer, very much more than five times that rate would equal on the small amount of seed wheat he should want from another section.

MINIMUM AND MAXIMUM RATES.

The design of classification is to place the higher charges where they will not be felt, at least not be burdensome to the consumer. All freight cannot be handled at the minimum rate—some must pay the maximum. If the maximum is reduced, or considerable tonnage taken from the intermediate classes and rated with the lowest, then the minimum must be increased. So much for the principle.

It must be admitted that wheat is wheat, whether going in or out of the country, but its value is not the same, and the difference in volume is very wide.

The company must earnestly protest against the introdution of any such principle of rating as this proposition of the Commissioners involves. It is destructive of the fundamental principles of tariffs.

The present rate on grain to the interior works no hardship to the public. The proposed action of the Commission will have no appreciable influence upon the State's prosperity. It is a concession to ignorance. It is suggested by comparison. The complaint stands not that the maximum charge of $8 05 per ton of 2,000 pounds for carrying grain to the interior is too high *per se*, but because the maximum charge in the other direction is but $5 50. Adopt the principle and apply it wherever it has equal force, and you will destroy classification. Destroy classification, and you will ruin either the community served by the carriers or the carriers themselves.

The rates on live stock in carloads, and on wool, in both carloads and smaller quantities, should not be disturbed, for the reason that, at the instance of your predecessors in office, general and material reductions were made in the rates on these articles, which reduced rates, taking effect June 1, 1881, have since continued and are now in force.

By reference to a table published by the Railroad Commission, May 11, 1881, it will be observed that these reductions ranged from two per cent to over fifty per cent, as a rule, the larger reductions being made in the highest rates for the longer hauls.

TRANSPORTATION OF LIVE STOCK.

The rule for charging for the transportation of live stock, in less than carloads, is to rate one animal as one ton; two animals as one and three quarter tons; three animals as two and one half tons, and each additional animal as one half ton of first class freight, and so on until the charge for the lot equals the charge for a carload, that being the maximum for any number of animals in one car.

This system of rating favors the live stock as compared with ordinary freight. One animal occupies more space than one ton of freight. Indeed, it requires nearly half a car. Economy or convenience cannot be respected in stowing the animals. Regard must be had to their temper and condition. If laid out by any accident on the road they must be fed and watered. Jars, jolts, and accidents, harmless to ordinary freight, are dangerous to them. They are liable to injure themselves and each other, and to damage goods, if any be loaded in same car. The company seeks to absolve itself from responsibility

for injuries from some of these causes by requiring the shipper to provide an attendant; but this, in the case of less than carloads, is evaded, and the company has yet found no means to enforce its rule in this regard.

Though transportation is its business, and its capacity is not half taxed, the company would gladly surrender its revenues derived from transporting live stock, in less than carload quantities, to be relieved from the obligation—if it is under any—of handling it.

The carrier performs no service relatively so cheap.

GENERAL PROTEST REPEATED.

With respect to the other changes proposed, the company respectfully repeats its general protest. The question cannot have had that calm deliberation proceeding from careful analysis and diligent research necessary to determine judgment. What evidence has been offered that the charges of the Central Pacific Railroad Company are onerous and exacting?

What inquiry has been made as to whether arbitrary reductions of its revenues will not cripple the company, cause it to default in its interest, compel discontinuance of dividends, and make the discharge of its obligations to the General Government impossible? Can reflecting men believe, for a moment, that the State, through the exercise of arbitrary power, can injure the very backbone of its commercial life and the commonwealth remain unscathed?

Common prudence dictates deliberation and investigation before action upon the part of your Commission. The very means being employed to force hasty and ill-advised action upon the part of the Commission should induce reflection and hesitation. A high minded, honorable man, cool and dispassionate though he may be, may well distrust his judgment under such a pressure as some are endeavoring to bring to bear on your honorable Board.

The Central Pacific Company does not fear the tests which a careful inquiry and just comparisons will make of its policy with respect to freights, but it solemnly protests against reductions inspired by political influences, and all interference with its tariffs which does not proceed from due consideration of the private as well as the public interests involved.

Very respectfully,

A. N. TOWNE,
General Manager.

By J. C. Stubbs, Freight Traffic Manager Central Pacific Railroad Company.

EXHIBIT G.

The Pacific Coast Steamship Company vs. *The Board of Railroad Commissioners.*

In the Circuit Court of the United States, Ninth Circuit, District of California.

Before Field, Circuit Justice, and Sawyer, Circuit Judge.

The plaintiff is a corporation formed under the laws of California, for the transaction of the business of a steamship company on the Pacific Coast, and in its bays and harbors, and on the Pacific Ocean.

It is the owner of a large number of steamships engaged in the coasting trade, making voyages along the Pacific Coast from San Francisco, in California, to Astoria and Portland, in Oregon; to ports on Puget Sound, in Washington Territory, and to ports in British Columbia, and from San Francisco to San Diego, in California, touching at intermediate ports on the coast.

All the steamships, in making their voyages, navigate the Pacific Ocean more than a marine league from the shore. They carry goods sent from Europe, Asia, and States east of the Rocky Mountains, upon through bills of lading via San Francisco. Some of the goods are transferred to the vessels in the original unbroken packages, and some after the packages have been opened. Passengers, with and without through tickets from other States and from Europe, are carried on the steamships north and south from San Francisco. Passengers and freight are also carried in these vessels from ports in California to other ports in the State. All the vessels are enrolled and licensed to carry on the coasting trade under the Acts of Congress.

By the Constitution of California, adopted in 1879, all railroad, canal, and other transportation companies, are declared to be common carriers, and subject to legislative control. Provision is also made for the election of three persons called Railroad Commissioners, who are invested with the power, and it is made their duty, to establish rates of charges for transportation of passengers and freight by such companies, and publish the same from time to time; to examine their books, records, and papers; to hear and determine complaints against them; to punish for contempt of the orders and processes of the Commissioners, and enforce their decisions; and to provide a uniform system of accounts to be kept by the companies.

The complaint in this case is that the defendants, the Commissioners, elected under these provisions of the Constitution, intend and threaten to establish rates of charges for passengers and freights on the steamships of the plaintiff engaged in the coasting trade as mentioned, and exercise, with respect to them, all the other powers there conferred; and the plaintiff prays that they may be restrained in that respect. This suit was commenced when the late Commissioners were in office; but as it is against the Board as an official body, and not the members personally, it has been resubmitted for decision within the past month.

The defendants admit that it is their purpose to carry into execution the powers with which they are invested, and to establish rates of charges for passengers and freight upon the steamships, so far as relates to transportation between ports within the State, but disclaim all intention to regulate or interfere with the transportation of persons or freight from ports within the State to ports without it, or from ports without it to ports within it.

The question is, can they regulate or interfere with transportation of persons or merchandise between ports within the State, if they be in transit to or from other States, or the transportation involves a voyage upon the ocean. The question in one of its aspects is new, but in neither aspect is it difficult to solve. The Constitution vests in Congress the power to regulate commerce with foreign nations and among the several States. The power to regulate is the power to govern; to prescribe the rules by which commerce shall be conducted, to declare when it shall be burdened with conditions, and when it shall be free and untrammeled.

Commerce, as has often been said, is a term of large import. It includes the carriage of persons, and the transportation, purchase, sale, and exchange of commodities between citizens or subjects of other countries and our own people, and between the people of different States. It embraces navigation, and extends to all the instruments used in navigating inland waters and the ocean.

It was at one time a subject of much discussion and some disagreement among Judges whether the power conferred upon Congress to regulate commerce is exclusive in its character or concurrent with that of the States. By recent decisions this question has been put at rest. When the subject upon which Congress can act under this power is national in its character, and admits and requires uniformity of regulation, affecting alike all the States, then the power is in its nature exclusive; but when the subject upon which the power is to act is local in its operation, then the power of the State is so far concurrent that its action is permissible until Congress interferes and takes control of the subject. Of the former class, is all that portion of commerce with foreign countries and among the States, which consist in the carriage of persons and the transportation, purchase, sale, and exchange of commodities. From necessity there can be but one rule in such cases for all the States; and the only power competent to prescribe a uniform rule is one which can act for the whole country. Its non-action in such cases is, therefore, equivalent to a declaration that such commerce shall be free from State interference. "There would otherwise be," as said in County of Mobile vs. Kimball, "no security against conflicting regulations of different States, each discriminating in favor of its own products and citizens, and against the products and citizens of other States. But it is a matter of public history that the object of vesting in Congress the power to regulate commerce with foreign nations and among the States, was to insure uniformity of regulation against conflicting and discriminating State legislation." (102 U. S. 697; see, also, Cooley vs. The Board of Wardens of the Port of Philadelphia, 12 How. 299; Gilman vs. Philadelphia, 3 Wall. 713; Wellton vs. State of Missouri, 91 U. S. 275.)

Of the second class, are all those subjects which can be best regulated by local authority, such as harbor pilotage, and the placing of buoys and beacons to guide ships to the proper channel in entering bays and harbors. Action by the States upon such subjects is not deemed any encroachment upon the power of the General Government; but when Congress acts with respect to them the authority of the State is superseded.

It follows from these views that with respect to all interstate or foreign commerce the Railroad Commissioners have no authority to interfere. Congress has prescribed all the regulations which are permissible so far as that commerce is carried on in vessels. These regulations, it is true, are principally designed to insure safety in the navigation of the vessels, and the protection and health of their officers and crews. Congress has not attempted to prescribe what charges may be made for the carriage of persons and merchandise in vessels—considering, perhaps, that they were more likely to be regulated upon just and equitable principles by competition than by legislation. Whatever the reason, Congress has not seen fit to act upon that subject.

With respect to purely domestic commerce carried on by these ves-

sels the Commissioners possess all the authority which the State can confer. But when can the vessels in carrying persons and merchandise between different ports in the State be held to be engaged in commerce purely domestic—for there is a commerce within the State which does not come within that designation? We answer that they are not so engaged when they take up persons or merchandise to carry to a destination within the State from a place without it, or they take up persons or merchandise in the State to carry to a place without its limits. This is the purport of the decision of the Supreme Court in the case of the steamer "Daniel Ball" (10 Wallace, 557). That vessel was engaged in shipping and transporting down Grand River, in Michigan, goods destined and marked for other States than Michigan, in receiving and transporting up the river goods brought within the State from without its limits. But as her agency in the transportation was entirely within the limits of the State, and she did not run in connection with or in continuation of any line of vessels or railways leading to other States, it was contended that she was engaged entirely in domestic commerce. But the Court answered that the conclusion did not follow, and said that "so far as she was employed in transporting goods destined for other States, or goods brought from without the limits of Michigan and destined to places within that State, she was engaged in commerce between the States, and, however limited that commerce may have been, she was, so far as it went, subject to the legislation of Congress. She was employed as an instrument of that commerce; for whenever a commodity has begun to move as an article of trade from one State to another, commerce in that commodity between the States has commenced. The fact that several different and independent agencies are employed in transporting the commodity, some acting entirely in one State, and some acting through two or more States, does in no respect affect the character of the transaction. To the extent in which each agency acts in that transportation, it is subject to the regulation of Congress." (10 Wallace, 565.)

Nor are the vessels engaged in purely domestic commerce when their voyages between ports of the same State require them to navigate the ocean. When they go beyond the marine league they pass out of the jurisdiction of the State, and come under the exclusive control of Congress. To bring the transportation within the control of the State as part of its domestic commerce, the subject transported must be within the entire voyage under the exclusive jurisdiction of the State. (Lord vs. Steamship Company, 102 U. S. 541.)

If the steamships of the plaintiff carried any persons or merchandise between ports of the State, not going out, on their voyage between those ports, of the jurisdiction of the State, and the persons or merchandise carried not coming from any other State or foreign country, or going to another State or country, the transportation commencing and ending in the State, then to that extent they would be engaged in commerce purely domestic, and to that extent the Railroad Commissioners might have jurisdiction to regulate the fares and freights for transportation on the vessels. But it is conceded by the pleadings that in every voyage made by the vessels to ports from San Francisco, they pass out upon the ocean beyond a marine league from the shore. They are, therefore, engaged in no transportation which the Commissioners can regulate.

We have had some doubt as to our jurisdiction in this case, but as

the Commissioners have raised no objection on that ground, and seem anxious to have an adjudication as to the extent of their authority, we have not deemed it expedient to refuse a consideration of the questions submitted. Besides, without some adjudication upon them, the plaintiff would be placed in great embarrassment. If the Commissioners have the authority claimed, the company would be liable to a fine of twenty thousand dollars for every instance of disregard of their regulations, and each of its officers would be liable to be punished by fine and imprisonment.

Let a decree be entered for the plaintiff, as prayed in the bill.

EXHIBIT H.

STATEMENT FROM DAVID NYE, SUPERINTENDENT OF THE NORTH PACIFIC COAST RAILROAD COMPANY, IN ANSWER TO RESOLUTION NO. 15.

[Filed December 21, 1883.]

NORTH PACIFIC COAST RAILROAD COMPANY,
GENERAL OFFICE, 408 CALIFORNIA STREET,
SAN FRANCISCO, December 14, 1883.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: Replying to your valued favor of the sixteenth ultimo, I beg to submit to your honorable Board the following facts, namely:

The total earnings of our road in 1882 were	$358,199 67
The total operating expenses in 1882 were	290,781 69
Leaving $67,417 98 to pay interest on bonded and other debts, amounting to	63,967 03
Leaving a net profit of	3,450 95

In $2,816,304 53, the cost of the property, which I think shows sufficient cause why reductions should not be made in the rates charged by this company, at the same time stating that I do not know of any of our patrons complaining of the present rates.

Yours respectfully,

DAVID NYE,
General Superintendent.

SWORN STATEMENT FROM A. M. STEVENSON, PRESIDENT VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY, IN ANSWER TO RESOLUTION NO. 15.

[Filed December 21, 1883.]

OFFICE OF THE VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY, VACAVILLE, December 10, 1883.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: The undersigned, A. M. Stevenson, President of the Vaca Valley and Clear Lake Railroad Company, hereby appears on behalf of said company, and submits for your consideration the

lowing reasons why this road should not be subjected to the same passenger rates as the Central Pacific Railroad Company and its leased lines:

First—That the passenger rates are not considered exorbitant by those who have enjoyed the advantages of the road from its construction.

Second—That the passenger rates were established by the citizens along said road, who met in convention and agreed on the present tariff for passengers.

Third—That the passenger train is run to accommodate the people along the line of road, who get on and off at other than regular stations.

Fourth—That the country through which the road passes is sparsely inhabited, "being held in large grants," consequently the travel is light.

Fifth—That our near proximity to the California Pacific Railroad at Woodland, Davisville, Dixon, Elmira, and Suisun, prevents any excessive charges by us.

Sixth—That the present rates of passenger fare on said railroad are reasonable, producing a moderate profit for the cost and expenses incurred in the performance of the transportation of said passengers.

A. M. STEVENSON,
President V. V. and C. L. R. R. Co.

Subscribed and sworn to before me, on the twenty-first day of December, 1883, at the City and County of San Francisco, State of California, by A. M. Stevenson, President Vaca Valley and Clear Lake Railroad Company, as a full and true statement, to the best of his ability, knowledge, and belief.

W. W. FOOTE,
Railroad Commissioner Third District.

SUPPLEMENTAL STATEMENT, VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

Passenger earnings from January 1 to October 31, 1883		$7,715 99
Total passenger expense, January 1 to October 31:		
To labor	$2,098 46	
Stationery and printing	159 26	
Repairs, passenger cars	187 85	
Oil and waste	283 78	
Wood	2,150 77	
Miscellaneous expense	500 00	
		5,380 12
Total passenger earnings	$7,715 99	
Total passenger expense	5,380 12	
		2,335 87
Total passenger earnings	$7,715 99	
Less twenty-eight and one half per cent proposed reduction	2,199 05	
		5,516 94
Earnings	$5,516 94	
Expense	5,380 12	
		136 82
Earnings for ten months		$7,715 99
Average number passengers per month		920
Average number passengers per day		35
Average earnings for one day		$29 67
Average amount paid by each passenger		84 cents
Amount paid by each passenger per mile for one day's run of passenger train, (120 miles per day)		7 mills

SWORN STATEMENT FROM J. N. VICTOR, SUPERINTENDENT OF THE CALIFORNIA SOUTHERN RAILROAD COMPANY, IN ANSWER TO RESOLUTION NO. 15.

[Filed December 21, 1883.]

CALIFORNIA SOUTHERN RAILROAD COMPANY,
SUPERINTENDENT'S OFFICE,
NATIONAL CITY, CAL., December 17, 1883.

W. R. Andrus, Esq., Secretary Board of Railroad Commissioners, San Francisco, California:

DEAR SIR: In response to Order No. 15, dated November fifteenth, to appear before the honorable Board of Railroad Commissioners and show cause why reductions should not be made on the California Southern Railroad corresponding with those made on the Central and Southern Pacific Railroads and leased lines, I herewith beg to submit the following:

The California Southern Railroad is but an unfinished link in a contemplated new and independent through line.

The road has no land grant, neither has it received Government or State aid of any kind. It runs through a rough, broken country, very sparsely settled. It was an extremely expensive road to build, and is a very hard and expensive one to operate.

The three millions of dollars invested in building from San Diego Bay to Colton was foreign capital, and every dollar of it.

With the greatest economy in operating, it has, up to this date, been impossible to pay running expenses, much less any interest on the large investment.

Since the line was opened to San Bernardino, it has been a constant struggle for existence with us.

Our rates are low, very low, when compared with other unfinished new roads built through similar country. And the people interested, almost without exception, are satisfied that, under the circumstances, the management are doing all that could consistently be asked.

Our opponents are doing everything in their power to reduce the revenue of the road and to discourage eastern friends from putting more money in this project.

Nothing could so well serve their purpose as this very action by your honorable Board at this critical time. I am well satisfied the people of Southern California earnestly desire the extension of the California Southern Railroad.

They are watching with the greatest personal interest every move made. Not a man but would regret any action tending directly or indirectly to discourage or retard this project.

Herewith please find statement giving details of earnings and expenses of the road for ten months, ending October thirty-first, which shows an actual deficit (exclusive of interest) of $9,103 86, which, with interest added, would give a deficit of $164,153 86.

All of which is respectfully submitted, and would seem to show most conclusive reasons why reductions should not be made on the California Southern Railroad.

Very respectfully,

J. N. VICTOR, Superintendent.

Subscribed and sworn to on the twenty-first day of December, A. D. 1883, in the City and County of San Francisco, State of California, by J. N. Victor, Superintendent of the California Southern Railroad Company, as a full, true, and correct statement, to the best of his information and belief.

W. W. FOOTE,
Railroad Commissioner, Third District.

SWORN STATEMENT FROM JOHN F. KIDDER, SUPERINTENDENT OF THE NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY, IN ANSWER TO RESOLUTION NO. 15.

[Filed December 21, 1883.]

To the honorable the Board of Railroad Commissioners of the State of California:

GENTLEMEN: Answering the resolution of your honorable Board, to appear and show cause why reductions should not be made on the Nevada County Narrow Gauge Railroad, corresponding to those made on the Central Pacific and Southern Pacific Railroads and leased lines, I would most respectfully submit the following reasons to your honorable body:

The Nevada County Narrow Gauge Railroad Company was incorporated in 1874, under a special Act of the Legislature of California (a copy of which is herewith submitted), authorizing said corporation to charge certain rates, named therein, for passenger and freight traffic. Without said guarantee of the State of California no one would have been found willing to invest their money in the enterprise, as the ordinary rates, under the general railroad law, could by no possibility have been made to pay.

The subscribers to the stock of the company were local men, interested on the line of the road, who paid in full for their stock at face value, and who have received but three dividends of three per cent each on a sum total of twenty-one thousand seven hundred and ninety-eight ($21,798*) dollars on their investment of two hundred and forty-two thousand two hundred ($242,200) dollars for over seven years, which certainly cannot be regarded as an extraordinary inducement for capitalists to invest in local roads. The company has a bonded debt of two hundred and sixty thousand ($260,000) dollars, bearing an annual interest of eight per cent, and has, heretofore, been able promptly to pay said interest, together with the taxes, but will be obliged to borrow a small sum to meet the interest and taxes due January 1, 1884.

The road is a mountain line, with gradients of from ninety to one hundred and twenty-one feet per mile, with not a full mile of level in the whole twenty-three miles. There are one hundred and ninety-three (193) separate curves, making a total curviture of 7,600°, or more than twenty-one (21) full circles, curves varying in radius from three hundred and one to five hundred and seventy-three feet. There are twenty-five hundred (2,500) lineal feet of trestling from thirty-five

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* Forty-five per cent paid in 1874; interest paid September, 1881; interest paid March, 1882; interest paid September, 1882.

(35) to ninety-five (95) feet in height. Two truss bridges of one hundred and sixty feet clear span each, of a distance from surface of water to top of rail of eighty-seven and ninety-five feet respectively. Two tunnels lined and supported with timber, the aggregate length being eight hundred feet. We were compelled last year to renew one truss bridge at a cost of $9,500, and during the present year have expended over $15,000 in rebuilding one truss bridge and the trestle approaches to the same, and over $600 in replacing sound timbers for decayed ones in the tunnels. It will thus be evident that we have a most expensive road to operate.

We are dependent entirely upon a mining county to sustain us, and our business could not be increased by lowering rates. One branch of mining industry, viz.: hydraulic, has been almost paralyzed for the last two years by adverse litigation.

Should the rates of traffic on our road be reduced, it would be impossible to operate, and I sincerely trust that your honorable body will not, for a moment, entertain a proposition of that kind, which is unasked for by the patrons of the road.

Respectfully submitted.

JOHN F. KIDDER,
General Superintendent and Chief Engineer.

December 21, 1883.

Subscribed and sworn to before me, on the twenty-first day of December, A. D. 1883, at the City and County of San Francisco, State of California, by John F. Kidder, General Superintendent and Chief Engineer of Nevada County Narrow Gauge Railroad, as a full and true statement to the best of his ability, knowledge, and belief.

G. J. CARPENTER,
Railroad Commissioner, First District.

EXHIBIT I.

EXTRACTS FROM THE ANNUAL REPORTS OF THE CENTRAL PACIFIC RAILROAD, ITS LEASED LINES, AND OTHER RAILROAD COMPANIES, TO THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA, FOR THE YEAR ENDING DECEMBER 31, 1882.

[Broad Gauge.]

CENTRAL PACIFIC RAILROAD AND LEASED LINES.

Total earnings, passenger department	$8,777,[illegible]
Total earnings, freight department	$16,310,[illegible]
Total miscellaneous earnings, telegraph, warehouse, etc.	$1,588,[illegible]
Total income from all sources	$26,675,[illegible]
Total expenses	$17,101,[illegible]
Total net income	$9,573,[illegible]
From which deduct interest on funded and other debts credited to sinking fund and United States, and dividends	$9,538,[illegible]
Remainder	$35,[illegible]
Net income, 1881	$10,809,[illegible]
Net income, 1882	$9,573,[illegible]
Net income, 1882, less by	$1,236,[illegible]
Total income, 1881	$25,389,[illegible]
Total income, 1882	$26,675,[illegible]
Difference	$1,286,[illegible]

Earnings per mile of road operated, 1881	$8,899 28
Earnings per mile of road operated, 1882	$8,436 95
Earnings per mile of road operated, 1882, less than in 1881	$462 33
Earnings per train mile (total passengers and freight), 1881	$2 83
Earnings per train mile (total passengers and freight), 1882	$2 54
Earnings per mile, passengers, 1882	$1 38
Earnings per mile, freight, 1882	$1 13
Number of passengers carried	7,688,514
Number of passengers carried east and west	95,226
Number of passengers carried one mile	255,824,363
Number of tons carried	3,109,697
Number of tons carried from other States	390,594
Number of tons carried in this State	2,719,103
Number of tons carried, produced in this State	1,716,566
Total number of tons carried one mile	902,981,309
Freight mileage to and from other roads	370,504,384
Average rate of freight per ton per mile for all	$1\frac{81}{100}$ cents.
Average rate of freight per ton per mile, operated by this company	$2\frac{32}{100}$ cents.
Average rate of fare per mile for all passengers	$2\frac{92}{100}$ cents.
Percentage of expense to total transportation earnings	$62\frac{60}{100}$ per cent.

[Broad Gauge.]

SOUTHERN PACIFIC RAILROAD COMPANY.

Total earnings passenger department	$557,520 25
Total earnings freight department	$672,295 16
Total transportation earnings	$1,229,815 41
From rents, use of road, and equipments leased	$1,666,666 00
From other sources	$27,583 94
Total income from all sources	$2,924,065 35
Total expenses	$1,111,261 20
Net income	$1,812,804 15
Interest on funded and other debts	$1,712,434 69
Surplus paid to Sinking Fund	$100,369 46
No dividends.	
Earnings per mile of road operated (176 miles)	$6,987 19
Earnings per train mile (total passengers and freight)	$2 62
Number of passengers carried	535,095
Number of passengers carried one mile	19,357,351
Number of tons carried, not including gravel	301,859
Average rate of fare per mile for all passengers	$2\frac{68}{100}$ cents.
Average rate of freight per ton per mile	$3\frac{7}{100}$ cents.
Length of road operated	$176\frac{1}{100}$ miles.

[Narrow Gauge.]

SOUTH PACIFIC COAST RAILROAD COMPANY.

San Francisco to Santa Cruz	$80\frac{8}{10}$ miles.
Gross earnings, passenger department	$295,047 13
Gross earnings, freight department	$334,168 55
Total gross earnings	$629,215 68
Income from all other sources	$34,085 82
Total income	$663,301 50
Total expenditures	$542,882 40
Net income	$120,419 10
Total train miles	426,695
Total number of passengers carried	982,437
Total number of passengers carried one mile	13,795,378
Total number of tons of freight, in this State, carried	192,112
Total number of tons of freight carried one mile	6,511,150
Average rate of fare per mile for all passengers	$2\frac{8}{100}$ cents.
Average rate of freight per ton per mile on roads operated by this company	8 cents.
Average rate of fare, not including ferry	$3\frac{33}{100}$ cents.
Highest rate of fare per mile	$7\frac{20}{100}$ cents.
No percentage of expense to total transportation earnings given.	

[Narrow Gauge.]

NEVADA COUNTY RAILROAD COMPANY.

Colfax to Nevada City	22 64/100
Total earnings, passenger department	$38,[illegible]
Total earnings, freight department	$66,[illegible]
Total transportation earnings	$105,[illegible]
Earnings per mile	$4,[illegible]
Total income from all sources	$105,[illegible]
Total expenses	$89,[illegible]
Total net income	$16,[illegible]
Percentage expenses	84 62/100 pe[illegible]
Net earnings, passenger train, per mile	17[illegible]
Net earnings, freight train, per mile	40[illegible]
Total number of passengers carried	[illegible]
Total number of passengers carried one mile	4[illegible]
Total number tons of freight	[illegible]
Average rate of fare for all passengers	8 14/100
Average rate of freight per ton per mile for all	16 89/100

[Narrow Gauge.]

NORTH PACIFIC COAST RAILROAD COMPANY.

San Francisco to Duncans Mills	74 25/100 [illegible]
Total earnings, passenger department	$194,[illegible]
Total earnings, freight department	$155,[illegible]
Total transportation earnings	$349,[illegible]
Total income from all sources	$358[illegible]
Total expenses	$290[illegible]
Net income	$67[illegible]
Percentage of same to capital stock and net debt	1 86/100 pe[illegible]
Net earnings per passenger train per mile	1[illegible]
Net earnings per freight train per mile	43[illegible]
Earnings per mile of road operated	$3,[illegible]
Total train miles run	[illegible]
Total number passengers carried	70,7[illegible]
Total tons of freight (not including gravel)	3,[illegible]
Total freight or tons carried one mile	4[illegible]
Average rate of local freight per ton per mile	[illegible]
Percentage of expenses to transportation earnings	83¼ pe[illegible]

[Broad Gauge.]

CALIFORNIA SOUTHERN RAILROAD COMPANY.

National City to Colton	126 86/100
Total earnings, passenger department	$27[illegible]
Total earnings, freight department	$23[illegible]
Total transportation earnings	$51[illegible]
Earnings per mile of road operated	Not re[illegible]
Total income from all sources	$51[illegible]
Total expenses	$39[illegible]
Total net income	$12[illegible]
Percentage of expense to total transportation earnings	77 pe[illegible]
Total number of passengers carried	[illegible]
Total number of tons carried one mile	4[illegible]
Average rate of fare per mile for all passengers	[illegible]
No average rate per ton is given.	
The highest rate per ton per mile for freight	1[illegible]
The lowest rate per ton per mile for freight	[illegible]

[Broad Gauge.]

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

Elmira to Madison	29 miles.
Total earnings, passenger department	$11,482 21
Total earnings, freight department	$80,215 91
Total transportation earnings	$91,698 12
Earnings per mile	$3,162 00
Total income from all sources	$91,698 12
Total expenses	$54,433 46
Net income	$37,264 66
No dividends.	
Number of passengers carried, about	15,000
Number of tons of freight	50,378
Average rate all passengers per mile	8 cents.
Average rate freight per ton per mile	7 cents.
Percentage of expense	$59\frac{4}{10}$ per cent.

[Broad Gauge.]

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

San Francisco to Cloverdale	90 miles.
Branch from Fulton to Guerneville	16 miles.
Total earnings, passenger department	$237,066 61
Total earnings, freight	$233,910 04
Transportation earnings	$470,976 65
Earnings per mile of road operated	$5,091 64
Total income from all sources	$505,771 83
Total expense operating the road	$282,784 46
Net income	$222,987 37
Percentage of expense to total transportation earnings	$55\frac{91}{100}$ per cent.
Total number of passengers carried	151,840
Total passengers carried one mile	7,074,171
Number of tons carried (no gravel)	85,054
Total number tons carried one mile	3,682,308
Average rate of fare for all passengers	$3\frac{6}{10}$ cents.
Average rate of freight per ton per mile for all	$6\frac{38}{100}$ cents.

[Broad Gauge.]

CALIFORNIA NORTHERN RAILROAD COMPANY.

Marysville to Oroville	$26\frac{1}{2}$ miles.
Total earnings, passenger department	$20,494 19
Total earnings, freight department	$20,688 00
Transportation earnings	$41,182 19
Total expense	$25,564 08
Net income	$15,618 11
Earnings per mile of road operated	$1,554 04
Earnings per train mile (passenger and freight)	$2 $12\frac{8}{10}$
Percentage of expense to transportation earnings	$62\frac{7}{8}$ per cent.
Average rate of fare per mile	Not given.
Average rate of freight per ton per mile	Not given.

The Black Diamond Coal Mining Company's Railroad, the Pittsburg Coal Mine Company's Railroad, the Salmon Creek Railroad Company, the Mendocino Railroad Company, and the Pacific Coast Railroad Company, have furnished this office no report for 1882.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It is hereby certified that at a meeting of said Board, held on the seventh day of January, 1884, at its office in San Francisco, to con-

sider and adopt its annual report for the year 1883 to the Governor of said State, on motion the foregoing report, signed by Commissioners Carpenter and Humphreys, together with the appendices therewith, was duly approved and adopted as the report of said Commission for the year 1883, Commissioners Humphreys and Carpenter voting for, and Commissioner Foote against, the motion.

Thereupon it was unanimously ordered by the Commission that its Secretary immediately deliver said report to the Governor of said State, and that two thousand copies of said report be printed at the office of the State Printer of said State.

Attest:

[SEAL.] W. R. ANDRUS,
Secretary of the Board of Railroad Commissioners.

EXHIBIT J.

FINANCIAL CONDITION OF THE COMMISSION.

From the beginning of this official term the Commission has kept within the appropriation of 1883 for salaries and expenses. Of the $39,100 appropriated, $27,896 49 has been expended for salaries, traveling expenses, office rent, fuel, expressage, postage, papers, stationery, and other necessary incidentals, leaving a balance unexpended of $9,279, of which $1,924 51, if not required within the fiscal year for other than ordinary expenses, will be returned to the State Treasury in accordance with section two of the Act approved April 15, 1880.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It is hereby ordered that the foregoing report, together with the index and appendix attached thereto, and also the accompanying printed copies of the Commissioners' schedule of passenger fares and reports of railroad companies to the Commission for the years 1882 and 1883, be and the same are hereby approved and adopted by this Commission, to be printed in one volume, as its report, for the year 1884.

And the Secretary of this Commission is hereby directed to attest this order and to file an attested copy thereof in this office, and thereupon to immediately deliver to the Governor of the State the report of the Commission, with its contents, as aforesaid, with the respectful requisition which is hereby made for three thousand printed copies thereof.

Order made by said Commission at its office in the City of San Francisco, January 4, 1885.

Attest:
[SEAL.] W. R. ANDRUS,
Secretary Railroad Commissioners.

No. 1.

	Miles from San Francisco	Miles Between Stations	Old and New Rate of Fare from San Francisco							
California Pacific Railroad.	0	0	0	San Francisco.						4 Cents per Mile.
	38.3	38.3	1 50 1 30	Napa Junction.						
	42.0	3.66	1 75 1 45	35 15	Creston.					
	45.9	3.92	2 00 1 60	75 30	35 15	Cordelia.				
	51.1	5.22	2 25 1 70	1 00 50	50 40	40 25	Suisun.			
Stockton and Copperopolis Railroad.	118.2	118.2	4 00 3 90	Peters.						4 Cents per Mile.
	122.7	4.5	4 25 4 10	25 20	Farmington.					
	126.2	3.5	4 50 4 20	50 30	25 15	Trigo.				
	128.7	2.5	4 75 4 35	75 45	50 25	25 10	Cometa.			
	130.7	2.0	4 75 4 40	75 50	50 30	25 20	25 10	Clyde.		
	135.2	4.5	5 00 4 60	1 00 70	75 50	50 35	50 30	25 20	Burnetts.	
	137.2	2.0	5 25 4 65	1 25 75	1 00 60	75 45	75 35	50 30	25 10	Oakdale.
	103.2	103.2	3 50 3 30	Stockton.						4 Cents per Mile.
	109.2	6.0	4 00 3 55	50 25	Charleston.					
	112.2	3.0	4 25 3 65	75 35	25 10	Walthall.				
	114.2	2.0	4 25 3 75	75 45	25 20	25 10	Holden.			
	118.2	4.0	4 50 3 90	1 00 60	50 35	50 25	25 15	Peters.		
	125.2	7.0	5 00 4 20	1 50 90	1 00 65	1 00 50	75 45	50 30	Waverly.	
	133.2	8.0	5 50 4 50	2 00 1 20	1 50 95	1 50 85	1 00 75	1 00 60	50 30	Milton.
Amador Branch Railroad.	124.1	124.1	4 00 3 30	Galt.						4 Cents per Mile.
	133.0	8.85	4 80 3 65	80 35	Cicero.					
	134.4	1.40	4 95 3 75	95 45	15 10	Clay.				
	144.7	10.37	5 75 4 15	1 75 85	1 00 50	90 45	Carbondale.			
	151.3	6.58	6 25 4 40	2 25 1 10	1 50 75	1 40 70	60 30	Ione.		

	Miles from San Francisco	Miles Between Stations	Old and New Rate of Fare from San Francisco						
California Pacific Railroad.	0	0	0	San Francisco.					4 Cents per Mile.
	76.6	76.6	3 75 2 75	Davis.					
	81.6	5.05	4 00 2 95	25 25	Merritts.				
	86.0	4.34	4 25 3 10	50 40	35 20	Woodland.			
	91.0	5.08	4 50 3 30	1 00 60	75 40	40 25	Curtis.		
	95.1	4.10	4 75 3 50	1 25 75	1 00 55	75 40	40 20	Knights Landing.	
S. P. Northern Division Branch.	82.5	82.5	3 25 3 05	Carnadero.					4 Cents per Mile.
	88.6	6.1	3 75 3 30	50 30	Bolsa.				
	94.3	5.7	4 00 3 55	75 50	50 25	Hollister.			
	100.0	6.2	4 50 3 80	1 25 70	1 00 50	50 30	Tres Pinos.		
S. P. Northern Division Branch.	109.7	109.7	4 75 4 75	Castroville.					4 Cents per Mile.
	113.0	3.4	5 10 4 30	35 15	Coopers.				
	117.6	4.5	5 50 4 45	75 30	40 20	Salinas.			
	128.5	10.9	6 25 4 90	1 50 75	1 15 65	75 45	Chualar.		
	134.5	6.0	6 75 5 15	2 00 1 00	1 65 90	1 25 70	50 25	Gonzales.	
	142.9	8.4	7 50 5 45	2 75 1 35	2 40 1 20	2 00 1 05	1 25 60	75 35	Soledad.
Western Division C. P. Railroad.	30.3	30.3	1 00 1 00	Niles.					4 Cents per Mile.
	34.8	3.55	1 20 1 15	20 15	Washington.				
	38.5	3.64	1 40 1 30	40 30	20 15	Warm Springs.			
	42.8	4.33	1 60 1 50	60 50	40 30	20 20	Milpitas.		
	48.8	6.02	1 75 1 70	75 70	65 55	45 45	25 25	San José.	

☞ *Rates of Fare for Passengers. Table of Old and New Rates. NOTE.—Old Rate above New Rate in each square.*

CENTRAL PACIFIC RAILROAD—WESTERN DIVISION.

4 Cents per Mile.

No. 2.

Miles From	Miles Between Stations	San Francisco.	Oakland.	East Oakland.	Fruit Vale.	Melrose.	Mitchell.	San Leandro.	Lorenzo.	Haywards.	Decoto.	Niles.	Sunol.	Pleasanton.	Livermore.	Altamont.	Midway.	Ellis.	Tracy.
0	0	San Francisco.																	
7.2	7.2	*15	Oakland.																
9.3	2.13	*15	*10	East Oakland.															
10.5	1.44	*15	*10	*10	Fruit Vale.														
11.5	.80	*25	*10	*10	*10	Melrose.													
13.6	2.08	*35	*20	*20	20 10	15 10	Mitchell.												
15.7	2.11	*40	*30	*30	30 25	*20	15 10	San Leandro.											
18.4	2.70	*50	*40	*40	40 30	*30	25 20	15 10	Lorenzo.										
21.1	2.65	*65	*55	55 50	55 45	45 40	40 30	25 20	15 10	Haywards.									
27.4	6.34	*90	*80	80 75	80 70	70 65	70 55	55 50	45 35	30 30	Decoto.								
30.2	2.78	*1 00	*90	90 85	90 80	80 75	80 70	70 60	60 50	45 40	15 10	Niles.							
36.6	6.40	*1 25	*1 15	1 15 1 10	1 15 1 05	1 05 1 05	1 05 90	95 85	85 75	70 65	*40	*25	Sunol.						
41.8	5.20	*1 50	*1 40	1 40 1 30	1 40 1 30	1 30 1 25	1 30 1 15	1 20 1 10	1 10 95	95 85	65 60	*50	*25	Pleasanton.					
47.9	6.08	1 75 *1 70	*1 65	1 65 1 55	1 65 1 50	1 55 1 50	1 55 1 40	1 45 1 30	1 35 1 20	1 20 1 10	90 85	75 70	*50	*25	Livermore.				
56.0	8.09	2 50 2 05	2 40 1 95	2 40 1 90	2 40 1 85	2 25 1 80	2 25 1 70	2 00 1 65	2 00 1 50	1 75 1 40	1 50 1 15	1 25 1 05	1 00 80	75 60	50 35	Altamont.			
63.9	7.96	2 75 2 35	2 65 2 30	2 65 2 20	2 65 2 15	2 50 2 10	2 50 2 05	2 25 1 95	2 25 1 85	2 00 1 70	1 75 1 50	1 50 1 35	1 25 1 10	1 00 90	75 65	50 30	Midway.		
69.6	5.66	3 00 2 60	2 90 2 50	2 90 2 45	2 90 2 35	2 75 2 35	2 75 2 25	2 50 2 15	2 50 2 10	2 25 1 95	2 00 1 70	1 75 1 60	1 50 1 30	1 25 1 10	1 90 90	75 55	*25	Ellis.	
71.7	2.14	3 15 2 65	3 05 2 60	3 05 2 50	3 05 2 50	2 90 2 45	2 90 2 35	2 65 2 25	2 65 2 15	2 40 2 05	2 15 1 80	1 90 1 70	1 65 1 45	1 40 1 20	1 15 95	90 65	40 30	15 10	Tracy.

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

SACRAMENTO AND PLACERVILLE RAILROAD.

6 CENTS PER MILE.

No. 3.

Miles Between Stations	Sacramento.	Homestead.	Brighton.	Perkins.	Mayhews.	Routiers.	Hangt'n Crossing.	School House.	Saulsburys.	Alder Creek.	Folsom.	White Rock.	Cothrins.	Latrobe.	Dugans.	Shingle.
0																
3.04	*15															
2.43	*25	*10														
1.29	50 *25	35 *15	25 10													
3.04	85 *50	70 40	50 30	40 25												
1.76	1 00 *60	85 *50	65 40	50 30	25 10											
.86	1 00 *70	90 60	75 40	60 35	25 20	10 10										
2.15	1 25 90	1 10 70	90 60	80 50	40 30	25 25	25 20									
1.53	1 50 1 00	1 30 85	1 10 65	1 00 60	60 40	45 30	35 25	25 10								
3.16	1 75 1 20	1 60 1 00	1 40 85	1 30 80	85 60	75 50	65 40	50 30	30 25							
2.64	2 00 1 30	1 95 1 15	1 50 1 00	1 50 95	1 00 80	1 00 65	1 00 60	75 50	50 35	25 20						
6.89	2 75 1 75	2 60 1 55	2 40 1 45	2 30 1 40	1 90 1 15	1 75 1 10	1 65 1 00	1 50 90	1 30 80	1 00 60	75 40					
5.09	3 25 2 05	3 15 1 85	2 90 1 75	2 85 1 70	2 45 1 50	2 30 1 40	2 20 1 30	2 00 1 20	1 80 1 10	1 50 90	1 20 70	50 35				
3.06	3 50 2 20	3 50 2 05	3 00 1 90	3 00 1 85	2 50 1 70	2 50 1 55	2 25 1 50	2 25 1 40	2 00 1 25	1 75 1 10	1 50 95	75 55	25 25			
5.29	4 00 2 60	4 00 2 40	3 50 2 20	3 50 2 15	3 00 2 00	3 00 1 85	2 75 1 80	2 75 1 70	2 50 1 60	2 25 1 40	2 00 1 25	1 40 85	90 55	50 35		
5.48	4 00 2 90	4 00 2 70	3 75 2 60	3 50 2 45	3 50 2 30	3 50 2 20	3 25 2 15	3 25 2 05	3 00 1 90	2 75 1 75	2 00 1 55	1 75 1 15	1 25 85	1 00 65	50 35	

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

No. 4.

Old rate above the new in each square; shown here as old / new.

California Pacific Railroad.

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate From San Francisco														
0	0	0	San Francisco.													
32.2	32.2	1 00 / 1 00	Port Costa.													
33.3	1.08	1 00 / 1 00	15 / 15	Benicia.												
39.0	5.8	1 50 / 1 25	65 / 30	50 / 25	Goodyears.											
44.2	5.18	1 90 / 1 45	1 05 / 50	90 / 45	40 / 25	Teal.										
49.5	5.31	2 25 / 1 70	1 40 / 70	1 25 / 70	75 / 45	35 / 25	Suisun.									
56.4	6.85	2 50 / 1 95	1 65 / 1 00	1 50 / 95	1 15 / 70	75 / 50	40 / 30	Cannon.								
60.3	3.97	2 75 / 2 10	2 15 / 1 15	2 00 / 1 10	1 50 / 90	1 10 / 70	75 / 45	40 / 15	Elmira.							
65.2	4.83	3 00 / 2 30	2 40 / 1 30	2 25 / 1 30	1 75 / 1 10	1 35 / 85	1 00 / 65	75 / 35	25 / 20	Batavia.						
68.5	3.35	3 25 / 2 45	2 65 / 1 50	2 50 / 1 45	2 00 / 1 20	1 60 / 1 00	1 25 / 75	1 00 / 50	50 / 35	25 / 15	Dixon.					
72.8	4.27	3 50 / 2 60	2 90 / 1 65	2 75 / 1 60	2 25 / 1 35	1 85 / 1 15	1 50 / 95	1 25 / 70	75 / 50	50 / 30	25 / 20	Tremont.				
76.6	3.79	3 75 / 2 75	3 15 / 1 80	3 00 / 1 75	2 50 / 1 50	2 10 / 1 30	1 75 / 1 10	1 50 / 85	1 00 / 70	75 / 50	50 / 35	25 / 15	Davis.			
81.4	4.88	4 00 / 2 95	3 40 / 2 00	3 25 / 1 95	2 75 / 1 70	2 35 / 1 50	2 00 / 1 30	1 75 / 1 05	1 25 / 90	1 00 / 70	75 / 50	50 / 35	25 / 20	Webster.		
89.8	8.35	4 00 / 3 30	3 65 / 2 30	3 50 / 2 30	3 25 / 2 05	2 85 / 1 85	2 50 / 1 65	2 25 / 1 35	1 75 / 1 20	1 50 / 1 00	1 25 / 90	1 00 / 70	75 / 55	50 / 35	Sacramento.	

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate From San Francisco																	
31.0	31.0	1 00 / 1 00	South Vallejo.																
35.4	4.38	1 25 / 1 15	25 / 20	Fair Grounds.															
38.3	2.92	1 50 / 1 30	50 / 30	25 / 10	Napa Junction.														
42.1	3.75	1 75 / 1 45	75 / 50	50 / 25	25 / 15	Thompson.													
46.5	4.41	2 00 / 1 60	1 00 / 65	75 / 50	50 / 35	25 / 20	Napa.												
51.1	4.64	2 25 / 1 80	1 25 / 85	1 00 / 65	75 / 50	50 / 40	25 / 20	Oak Knoll.											
52.8	1.68	2 35 / 1 90	1 35 / 90	1 10 / 70	85 / 60	60 / 45	35 / 30	20 / 10	Trubody.										
55.1	2.36	2 50 / 1 95	1 50 / 1 00	1 25 / 80	1 00 / 70	75 / 50	50 / 35	25 / 15	25 / 10	Yountville.									
58.5	3.44	2 75 / 2 10	1 75 / 1 10	1 50 / 95	1 25 / 85	1 00 / 70	75 / 50	50 / 30	50 / 25	25 / 15	Oakville.								
60.4	1.89	2 75 / 2 15	1 75 / 1 20	1 50 / 1 00	1 25 / 00	1 00 / 75	75 / 55	50 / 40	50 / 30	25 / 25	20 / 10	Rutherford.							
62.3	1.94	3 00 / 2 25	2 00 / 1 30	1 75 / 1 10	1 50 / 1 00	1 25 / 85	1 00 / 65	75 / 50	75 / 40	50 / 30	30 / 15	20 / 10	Bello.						
63.2	0.88	3 00 / 2 30	2 00 / 1 30	1 75 / 1 10	1 50 / 1 00	1 25 / 90	1 00 / 70	75 / 50	75 / 45	50 / 35	50 / 20	25 / 10	10 / 10	Vineland.					
64.4	1.16	3 00 / 2 30	2 00 / 1 35	1 75 / 1 15	1 50 / 1 10	1 25 / 90	1 00 / 70	75 / 55	75 / 50	50 / 40	50 / 25	25 / 15	25 / 10	25 / 10	St. Helena.				
66.4	1.99	3 15 / 2 40	2 15 / 1 45	1 90 / 1 25	1 65 / 1 15	1 40 / 1 00	1 15 / 80	90 / 65	90 / 55	65 / 50	65 / 30	40 / 25	40 / 20	15 / 15	10 / 10	Barro.			
68.5	2.18	3 25 / 2 50	2 25 / 1 50	2 00 / 1 35	1 75 / 1 25	1 50 / 1 10	1 25 / 90	1 00 / 70	1 00 / 65	75 / 55	75 / 45	50 / 35	50 / 30	50 / 25	25 / 20	15 / 10	Bale.		
69.9	1.41	3 25 / 2 55	2 25 / 1 55	2 00 / 1 40	1 75 / 1 30	1 50 / 1 10	1 25 / 95	1 25 / 75	1 00 / 70	1 00 / 60	75 / 50	50 / 40	50 / 30	50 / 30	40 / 25	30 / 15	15 / 10	Walnut Grove.	
72.8	2.85	3 50 / 2 70	2 50 / 1 70	2 25 / 1 50	2 00 / 1 40	1 75 / 1 25	1 50 / 1 10	1 50 / 90	1 25 / 80	1 00 / 70	1 00 / 00	75 / 50	75 / 45	75 / 40	50 / 35	50 / 30	25 / 20	25 / 10	Calistoga.

Los Angeles and San Diego R. R.

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco								
0	0	0	San Francisco.							
482.2	482.2	23 00 / 21 70	Los Angeles.							
488.2	6.0	23 25 / 21 95	*25	Florence.						
494.9	6.7	23 50 / 22 20	*50	*25	Downey.					
499.0	4.1	23 75 / 22 40	75 / 70	50 / 45	25 / 20	Norwalk.				
505.3	6.3	24 25 / 22 65	1 25 / 95	1 00 / 70	75 / 45	50 / 30	Costa.			
508.9	3.6	24 50 / 22 75	1 50 / 1 05	1 25 / 80	1 00 / 55	75 / 40	25 / 15	Anaheim.		
513.8	4.9	25 00 / 22 95	2 00 / 1 25	1 75 / 1 00	1 50 / 75	1 25 / 60	75 / 35	50 / 20	Orange.	
515.8	2.0	25 00 / 23 05	2 00 / 1 35	1 75 / 1 10	1 50 / 85	1 25 / 70	75 / 45	60 / 30	20 / 10	Santa Ana.

Los Angeles and Independence R. R.

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco							
482.2	482.2	23 00 / 21 70	Los Angeles.						
485.6	3.4	23 15 / 21 85	*15	Washington St.					
486.8	1.2	23 15 / 21 85	*15	*10	Main St.				
488.1	1.3	23 25 / 21 95	*25	*15	*10	Park Station.			
490.0	1.9	23 25 / 21 95	*25	25 / 20	25 / 15	15 / 10	Cienega.		
493.4	3.4	23 50 / 22 10	50 / 40	50 / 35	35 / 30	35 / 25	20 / 15	Ballona.	
496.8	3.4	23 50 / 22 20	*50	*50	50 / 40	50 / 35	35 / 30	20 / 15	San Vicente.
500.4	3.6	23 50 / 22 20	*50	*50	*50	*50	50 / 45	40 / 30	20 / 15	Santa Monica.

Los Angeles and San Pedro R. R.

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco							
482.2	482.2	23 00 / 21 70	Los Angeles.						
488.2	6.0	23 25 / 21 95	*25	Florence.					
493.7	5.5	23 50 / 22 20	*50	*25	Compton.				
496.0	2.3	23 50 / 22 20	*50	50 / 35	25 / 10	Dominguez.			
498.5	2.5	23 50 / 22 20	*50	50 / 45	25 / 20	25 / 10	Cerritos.		
502.2	3.7	23 50 / 22 20	*50	*50	50 / 35	*25	15	Willmore.	
504.5	2.3	23 50 / 22 20	*50	*50	50 / 45	25	*25	15 / 10	Wilmington.
507.1	2.0	23 75 / 22 30	*60	*60	75 / 55	50 / 35	50 / 35	40 / 20	25 / 10	San Pedro.

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

6 CENTS PER MILE.

No. 5.

Miles From San Francisco.	Miles Between Stations	Old and New Rate of Fare From San Francisco																					
0	0	0	SAN FRANCISCO.																				
381.8	381.8	21 15 16 00	MOJAVE.																				
402.1	20.3	22 65 17 25	1 50 1 25	YUCCA.																			
420.0	17.9	24 00 18 25	2 85 2 35	1 35 1 10	KRAMER.																		
433.4	13.4	25 00 19 10	3 85 3 10	2 35 1 90	1 00 85	HARPER.																	
442.1	9.7	25 75 19 65	4 60 3 70	3 10 2 45	1 75 1 45	75 60	HINCKLEY.																
452.0	8.9	26 40 20 20	5 25 4 25	3 75 3 00	2 40 1 90	1 40 1 15	65 55	WATERMAN.															
462.4	10.4	27 15 20 85	6 00 4 85	4 55 3 65	3 20 2 60	2 20 1 75	1 45 1 20	80 65	DAGGETT.														
474.4	12.0	28 35 21 55	7 20 5 60	5 75 4 40	4 40 3 30	3 40 2 45	2 65 1 90	2 00 1 35	1 20 70	NEWBERY.													
487.3	12.9	29 65 22 35	8 50 6 35	7 05 5 15	5 70 4 10	4 70 3 25	3 95 2 70	3 30 2 15	2 50 1 50	1 30 80	HAZLETT.												
506.6	19.3	31 55 23 50	10 40 7 50	8 95 6 30	7 60 5 20	6 60 4 45	5 85 3 85	5 20 3 30	4 40 2 70	3 20 2 00	1 90 1 20	LUDLOW.											
513.3	6.7	32 20 23 90	11 05 7 90	9 60 6 70	8 25 5 65	7 25 4 80	6 50 4 25	5 85 3 70	5 05 3 05	3 85 2 35	2 55 1 55	65 40	ASH HILL.										
523.4	10.1	33 20 24 50	12 05 8 50	10 60 7 30	9 25 6 25	8 25 5 40	7 50 4 85	6 85 4 30	6 05 3 65	4 85 2 95	3 55 2 20	1 65 1 00	1 00 65	SIBERIA.									
530.7	7.3	33 90 24 90	12 75 8 95	11 30 7 75	9 95 6 65	8 95 5 90	8 20 5 30	7 55 4 75	6 75 4 15	5 55 3 40	4 25 2 65	2 35 1 50	1 70 1 10	70 50	BAGDAD.								
538.3	7.6	34 65 25 40	13 50 9 40	12 05 8 20	10 70 7 15	9 70 6 30	8 95 5 75	8 30 5 20	7 50 4 55	6 30 3 85	5 00 3 05	3 10 1 90	2 45 1 50	1 45 90	75 50	AMBOY.							
544.9	6.6	35 30 25 75	14 15 9 85	12 70 8 60	11 35 7 50	10 35 6 70	9 60 6 10	8 95 5 60	8 15 5 00	6 95 4 25	5 65 3 50	3 75 2 35	3 10 1 90	2 10 1 30	1 40 90	65 40	BRISTOL.						
552.7	7.8	36 05 26 25	14 90 10 25	13 45 9 05	12 10 8 00	11 10 7 20	10 35 6 60	9 70 6 05	8 90 5 45	7 70 4 75	6 40 3 95	4 50 2 80	3 85 2 40	2 85 1 80	2 15 1 30	1 40 90	75 50	CADIZ.					
562.8	10.10	37 05 26 85	15 90 10 85	14 45 9 65	13 10 8 60	12 10 7 80	11 35 7 20	10 70 6 65	9 90 6 05	8 70 5 35	7 40 4 55	5 50 3 40	4 85 3 00	3 85 2 40	3 15 2 00	2 40 1 50	1 75 1 10	1 00 65	DANBY.				
574.3	11.5	38 20 27 55	17 05 11 60	15 60 10 40	14 25 9 30	13 25 8 45	12 50 7 90	11 85 7 40	11 05 6 70	9 85 6 00	8 55 5 20	6 65 4 10	6 00 3 65	5 00 3 05	4 30 2 65	3 55 2 15	2 90 1 80	2 15 1 30	1 15 70	EDSON.			
581.2	6.9	38 90 28 00	17 75 12 00	16 30 10 80	14 95 9 70	13 95 8 90	13 20 8 35	12 55 7 80	11 75 7 15	10 55 6 40	9 25 5 65	7 35 4 50	6 70 4 10	5 70 3 50	5 00 3 05	4 25 2 60	3 60 2 20	2 85 1 75	1 85 1 10	70 40	FENNER.		
590.8	9.6	39 85 28 50	18 70 12 55	17 25 11 35	15 90 10 25	14 90 9 50	14 15 8 90	13 50 8 35	12 70 7 75	11 50 7 00	10 20 6 25	8 30 5 10	7 65 4 70	6 65 4 10	5 95 3 65	5 20 3 20	4 55 2 75	3 80 2 35	2 80 1 70	1 65 1 00	95 60	GOFFS.	
598.5	7.7	29 00	19 45 13 00	18 00 11 80	16 65 10 75	15 65 9 95	14 90 9 35	14 25 8 80	13 45 8 20	12 25 7 50	10 95 6 70	9 05 5 50	8 40 5 15	7 40 4 55	6 70 4 10	5 95 3 65	5 30 3 25	4 55 2 75	3 55 2 15	2 40 1 50	1 70 1 10	75 50	HOMER.
607.7	9.2	29 55	20 35 13 55	18 90 12 35	17 55 11 30	16 55 10 50	15 80 9 90	15 15 9 35	14 35 8 75	13 15 8 05	11 85 7 25	9 95 6 10	9 30 5 70	8 30 5 10	7 60 4 60	6 85 4 20	6 20 3 80	5 45 3 30	4 45 2 70	3 30 2 05	2 60 1 60	1 65 1 00	90 60
615.0	7.3	25 95	21 10 14 05	19 65 12 80	18 30 11 70	17 30 10 90	16 55 10 30	15 90 9 80	15 10 9 20	13 90 8 45	12 60 7 70	10 70 6 55	10 05 6 10	9 05 5 50	8 35 5 10	7 60 4 60	6 95 4 25	6 20 3 80	5 20 3 20	4 05 2 45	3 35 2 05	2 40 1 50	1 65 1 00
622.2	7.2	30 45	21 80 14 45	20 35 13 25	19 00 12 20	18 00 11 35	17 25 10 80	16 60 10 25	15 80 9 60	14 60 8 90	13 30 8 10	11 40 6 95	10 75 6 55	9 75 5 95	9 05 5 50	8 30 5 05	7 65 4 70	6 90 4 20	5 90 3 60	4 75 2 90	4 05 2 45	3 10 1 90	2 35 1 45

402.1	20.3	YUCCA.																					
420.0	17.9	1 35 1 10	KRAMER.																				
433.4	13.4	2 35 1 90	1 00 85	HARPER.																			
442.1	9.7	3 10 2 45	1 75 1 45	75 60	HINCKLEY.																		
452.0	8.9	3 75 3 00	2 40 1 90	1 40 1 15	65 55	WATERMAN.																	
462.4	10.4	4 55 3 65	3 20 2 60	2 20 1 75	1 45 1 20	80 65	DAGGETT.																
474.4	12.0	5 75 4 40	4 40 3 30	3 40 2 45	2 65 1 90	2 00 1 35	1 20 70	NEWBERY.															
487.3	12.9	7 05 5 15	5 70 4 10	4 70 3 25	3 95 2 70	3 30 2 15	2 50 1 50	1 30 80	HAZLETT.														
506.6	19.3	8 95 6 30	7 60 5 20	6 60 4 45	5 85 3 85	5 20 3 30	4 40 2 70	3 20 2 00	1 90 1 20	LUDLOW.													
513.3	6.7	9 60 6 70	8 25 5 65	7 25 4 80	6 50 4 25	5 85 3 70	5 05 3 05	3 85 2 35	2 55 1 55	65 40	ASH HILL.												
523.4	10.1	10 60 7 30	9 25 6 25	8 25 5 40	7 50 4 85	6 85 4 30	6 05 3 65	4 85 2 95	3 55 2 20	1 65 1 00	1 00 65	SIBERIA.											
530.7	7.3	11 30 7 75	9 95 6 65	8 95 5 90	8 20 5 30	7 55 4 75	6 75 4 15	5 55 3 40	4 25 2 65	2 35 1 50	1 70 1 10	70 50	BAGDAD.										
538.3	7.6	12 05 8 20	10 70 7 15	9 70 6 30	8 95 5 75	8 30 5 20	7 50 4 55	6 30 3 85	5 00 3 05	3 10 1 90	2 45 1 50	1 45 90	75 50	AMBOY.									
544.9	6.6	12 70 8 60	11 35 7 50	10 35 6 70	9 60 6 10	8 95 5 60	8 15 5 00	6 95 4 25	5 65 3 50	3 75 2 35	3 10 1 90	2 10 1 30	1 40 90	65 40	BRISTOL.								
552.7	7.8	13 45 9 05	12 10 8 00	11 10 7 20	10 35 6 60	9 70 6 05	8 90 5 45	7 70 4 75	6 40 3 95	4 50 2 80	3 85 2 40	2 85 1 80	2 15 1 30	1 40 90	75 50	CADIZ.							
562.8	10.10	14 45 9 65	13 10 8 60	12 10 7 80	11 35 7 20	10 70 6 65	9 90 6 05	8 70 5 35	7 40 4 55	5 50 3 40	4 85 3 00	3 85 2 40	3 15 2 00	2 40 1 50	1 75 1 10	1 00 65	DANBY.						
574.3	11.5	15 60 10 40	14 25 9 30	13 25 8 45	12 50 7 90	11 85 7 40	11 05 6 70	9 85 6 00	8 55 5 20	6 65 4 10	6 00 3 65	5 00 3 05	4 30 2 65	3 55 2 15	2 90 1 80	2 15 1 30	1 15 70	EDSON.					
581.2	6.9	16 30 10 80	14 95 9 70	13 95 8 90	13 20 8 35	12 55 7 80	11 75 7 15	10 55 6 40	9 25 5 65	7 35 4 50	6 70 4 10	5 70 3 50	5 00 3 05	4 25 2 60	3 60 2 20	2 85 1 75	1 85 1 10	70 40	FENNER.				
590.8	9.6	17 25 11 35	15 90 10 25	14 90 9 50	14 15 8 90	13 50 8 35	12 70 7 75	11 50 7 00	10 20 6 25	8 30 5 10	7 65 4 70	6 65 4 10	5 95 3 65	5 20 3 20	4 55 2 75	3 80 2 35	2 80 1 70	1 65 1 00	95 60	GOFFS.			
598.5	7.7	18 00 11 80	16 65 10 75	15 65 9 95	14 90 9 35	14 25 8 80	13 45 8 20	12 25 7 50	10 95 6 70	9 05 5 50	8 40 5 15	7 40 4 55	6 70 4 10	5 95 3 65	5 30 3 25	4 55 2 75	3 55 2 15	2 40 1 50	1 70 1 10	75 50	HOMER.		
607.7	9.2	18 90 12 35	17 55 11 30	16 55 10 50	15 80 9 90	15 15 9 35	14 35 8 75	13 15 8 05	11 85 7 25	9 95 6 10	9 30 5 70	8 30 5 10	7 60 4 60	6 85 4 20	6 20 3 80	5 45 3 30	4 45 2 70	3 30 2 05	2 60 1 60	1 65 1 00	90 60	IBEX.	
615.0	7.3	19 65 12 80	18 30 11 70	17 30 10 90	16 55 10 30	15 90 9 80	15 10 9 20	13 90 8 45	12 60 7 70	10 70 6 55	10 05 6 10	9 05 5 50	8 35 5 10	7 60 4 60	6 95 4 25	6 20 3 80	5 20 3 20	4 05 2 45	3 35 2 05	2 40 1 50	1 65 1 00	75 50	JAVA.
622.2	7.2	20 35 13 25	19 00 12 20	18 00 11 35	17 25 10 80	16 60 10 25	15 80 9 60	14 60 8 90	13 30 8 10	11 40 6 95	10 75 6 55	9 75 5 95	9 05 5 50	8 30 5 05	7 65 4 70	6 90 4 20	5 90 3 60	4 75 2 90	4 05 2 45	3 10 1 90	2 35 1 45	1 45 90	70 50

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

433.4	13.4	HARPER.																					
442.1	9.7	75 60	HINCKLEY.																				
452.0	8.9	1 40 1 15	65 55	WATERMAN.																			
462.4	10.4	2 20 1 75	1 45 1 20	80 65	DAGGETT.																		
474.4	12.0	3 40 2 45	2 65 1 90	2 00 1 35	1 20 70	NEWBERY.																	
487.3	12.9	4 70 3 25	3 95 2 70	3 30 2 15	2 50 1 50	1 30 80	HAZLETT.																
506.6	19.3	6 60 4 45	5 85 3 85	5 20 3 30	4 40 2 70	3 20 2 00	1 90 1 20	LUDLOW.															
513.3	6.7	7 25 4 80	6 50 4 25	5 85 3 70	5 05 3 05	3 85 2 35	2 55 1 55	65 40	ASH HILL.														
523.4	10.1	8 25 5 40	7 50 4 85	6 85 4 30	6 05 3 65	4 85 2 95	3 55 2 20	1 65 1 00	1 00 65	SIBERIA.													
530.7	7.3	8 95 5 90	8 20 5 30	7 55 4 75	6 75 4 15	5 55 3 40	4 25 2 65	2 35 1 50	1 70 1 10	70 50	BAGDAD.												
538.3	7.6	9 70 6 30	8 95 5 75	8 30 5 20	7 50 4 55	6 30 3 85	5 00 3 05	3 10 1 90	2 45 1 50	1 45 90	75 50	AMBOY.											
544.9	6.6	10 35 6 70	9 60 6 10	8 95 5 60	8 15 5 00	6 95 4 25	5 65 3 50	3 75 2 35	3 10 1 90	2 10 1 30	1 40 90	65 40	BRISTOL.										
552.7	7.8	11 10 7 20	10 35 6 60	9 70 6 05	8 90 5 45	7 70 4 75	6 40 3 95	4 50 2 80	3 85 2 40	2 85 1 80	2 15 1 30	1 40 90	75 50	CADIZ.									
562.8	10.10	12 10 7 80	11 35 7 20	10 70 6 65	9 90 6 05	8 70 5 35	7 40 4 55	5 50 3 40	4 85 3 00	3 85 2 40	3 15 2 00	2 40 1 50	1 75 1 10	1 00 65	DANBY.								
574.3	11.5	13 25 8 45	12 50 7 90	11 85 7 40	11 05 6 70	9 85 6 00	8 55 5 20	6 65 4 10	6 00 3 65	5 00 3 05	4 30 2 65	3 55 2 15	2 90 1 80	2 15 1 30	1 15 70	EDSON.							
581.2	6.9	13 95 8 90	13 20 8 35	12 55 7 80	11 75 7 15	10 55 6 40	9 25 5 65	7 35 4 50	6 70 4 10	5 70 3 50	5 00 3 05	4 25 2 60	3 60 2 20	2 85 1 75	1 85 1 10	70 40	FENNER.						
590.8	9.6	14 90 9 50	14 15 8 90	13 50 8 35	12 70 7 75	11 50 7 00	10 20 6 25	8 30 5 10	7 65 4 70	6 65 4 10	5 95 3 65	5 20 3 20	4 55 2 75	3 80 2 35	2 80 1 70	1 65 1 00	95 60	GOFFS.					
598.5	7.7	15 65 9 95	14 90 9 35	14 25 8 80	13 45 8 20	12 25 7 50	10 95 6 70	9 05 5 50	8 40 5 15	7 40 4 55	6 70 4 10	5 95 3 65	5 30 3 25	4 55 2 75	3 55 2 15	2 40 1 50	1 70 1 10	75 50	HOMER.				
607.7	9.2	16 55 10 50	15 80 9 90	15 15 9 35	14 35 8 75	13 15 8 05	11 85 7 25	9 95 6 10	9 30 5 70	8 30 5 10	7 60 4 60	6 85 4 20	6 20 3 80	5 45 3 30	4 45 2 70	3 30 2 05	2 60 1 60	1 65 1 00	90 60	IBEX.			
615.0	7.3	17 30 10 90	16 55 10 30	15 90 9 80	15 10 9 20	13 90 8 45	12 60 7 70	10 70 6 55	10 05 6 10	9 05 5 50	8 35 5 10	7 60 4 60	6 95 4 25	6 20 3 80	5 20 3 20	4 05 2 45	3 35 2 05	2 40 1 50	1 65 1 00	75 50	JAVA.		
622.2	7.2	18 00 11 35	17 25 10 80	16 60 10 25	15 80 9 60	14 60 8 90	13 30 8 10	11 40 6 95	10 75 6 55	9 75 5 95	9 05 5 50	8 30 5 05	7 65 4 70	6 90 4 20	5 90 3 60	4 75 2 90	4 05 2 45	3 10 1 90	2 35 1 45	1 45 90	70 50	THE NEEDLES.	

4 Cents per Mile. **No. 6.**

Station	Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco	Woodland	Yolo	Blacks	Dunnigan	Harrington	Arbuckle	Berlin	Macy	Williams	Maxwell	Delavan	Norman	Logandale	Willows	Lyman	Germantown	Greenwood	Orland	Malton	Kirkwood	Corning	Richfield	Finnell
San Francisco.	0	0	0																							
Woodland.	86.0	86.0	4 25 / 3 10																							
Yolo.	90.9	4.91	4 60 / 3 30	35 / 20																						
Blacks.	96.7	5.88	5 00 / 3 55	75 / 45	40 / 25																					
Dunnigan.	104.3	7.52	5 55 / 3 90	1 30 / 75	95 / 55	55 / 30																				
Harrington.	109.3	5.04	5 90 / 4 10	1 65 / 95	1 30 / 75	90 / 50	35 / 25																			
Arbuckle.	114.5	5.17	6 25 / 4 30	2 00 / 1 15	1 65 / 95	1 25 / 70	70 / 45	35 / 25																		
Berlin.	118.5	4.06	6 55 / 4 45	2 30 / 1 30	1 95 / 1 10	1 55 / 90	1 00 / 60	65 / 40	30 / 20																	
Macy.	119.5	0.93	6 65 / 4 50	2 40 / 1 35	2 05 / 1 15	1 65 / 90	1 10 / 65	75 / 45	40 / 20	10 / 10																
Williams.	125.2	5.73	6 75 / 4 70	2 75 / 1 60	2 40 / 1 40	2 00 / 1 15	1 45 / 85	1 10 / 65	75 / 45	45 / 30	40 / 25															
Maxwell.	134.0	8.85	7 40 / 5 05	3 40 / 1 95	3 05 / 1 75	2 65 / 1 50	2 10 / 1 20	1 75 / 1 00	1 40 / 80	1 10 / 65	1 05 / 60	65 / 35														
Delavan.	139.3	5.24	7 80 / 5 30	3 80 / 2 15	3 45 / 1 95	3 05 / 1 70	2 50 / 1 45	2 15 / 1 20	1 80 / 1 00	1 50 / 85	1 45 / 80	1 05 / 60	40 / 25													
Norman.	142.9	3.66	8 10 / 5 40	4 10 / 2 30	3 75 / 2 10	3 35 / 1 90	2 80 / 1 55	2 45 / 1 35	2 10 / 1 15	1 80 / 1 00	1 75 / 95	1 35 / 70	70 / 35	30 / 15												
Logandale.	145.3	2.36	8 25 / 5 50	4 25 / 2 40	3 90 / 2 20	3 50 / 1 95	2 95 / 1 70	2 60 / 1 45	2 25 / 1 25	1 95 / 1 10	1 90 / 1 05	1 50 / 85	85 / 50	45 / 25	20 / 10											
Willows.	150.9	5.57	8 65 / 5 70	4 65 / 2 60	4 30 / 2 45	3 90 / 2 20	3 35 / 1 90	3 00 / 1 70	2 65 / 1 50	2 35 / 1 30	2 30 / 1 30	1 90 / 1 05	1 25 / 70	80 / 50	60 / 35	40 / 25										
Lyman.	154.2	3.37	8 90 / 5 85	4 90 / 2 75	4 55 / 2 55	4 15 / 2 30	2 60 / 2 00	3 25 / 1 80	2 90 / 1 60	2 60 / 1 45	2 55 / 1 40	2 15 / 1 20	1 50 / 85	1 10 / 60	85 / 50	65 / 35	25 / 15									
Germantown.	157.8	3.57	9 15 / 6 00	5 15 / 2 90	4 80 / 2 70	4 40 / 2 50	3 85 / 2 15	3 50 / 1 95	3 15 / 1 75	2 85 / 1 60	2 80 / 1 55	2 40 / 1 30	1 75 / 95	1 35 / 75	1 10 / 60	90 / 50	50 / 30	30 / 15								
Greenwood.	162.9	5.13	9 50 / 6 20	5 50 / 3 10	5 15 / 2 90	4 75 / 2 70	4 20 / 2 35	3 85 / 2 15	3 50 / 1 95	3 20 / 1 80	3 15 / 1 75	2 75 / 1 50	2 10 / 1 15	1 70 / 95	1 45 / 80	1 25 / 70	85 / 50	65 / 35	35 / 25							
Orland.	166.4	3.46	9 70 / 6 35	5 70 / 3 25	5 35 / 3 05	4 95 / 2 80	4 40 / 2 50	4 05 / 2 30	3 70 / 2 10	3 40 / 1 90	3 35 / 1 90	2 95 / 1 70	2 30 / 1 30	1 90 / 1 10	1 65 / 95	1 45 / 90	1 05 / 65	90 / 50	60 / 35	30 / 15						
Malton.	170.0	3.61	9 95 / 6 50	5 95 / 3 40	5 60 / 3 20	5 20 / 2 95	4 65 / 2 65	4 30 / 2 45	3 95 / 2 25	3 65 / 2 10	3 60 / 2 05	3 20 / 1 80	2 55 / 1 45	2 15 / 1 25	1 90 / 1 10	1 70 / 1 00	1 30 / 80	1 15 / 65	85 / 50	55 / 30	30 / 15					
Kirkwood.	174.4	4.34	10 00 / 6 70	6 25 / 3 55	5 90 / 3 35	5 50 / 3 10	4 95 / 2 85	4 60 / 2 65	4 25 / 2 40	3 95 / 2 25	3 90 / 2 20	3 50 / 2 00	2 85 / 1 65	2 45 / 1 45	2 20 / 1 30	2 00 / 1 20	1 60 / 95	1 45 / 85	1 15 / 70	85 / 50	60 / 30	30 / 20				
Corning.	179.5	5.18	10 00 / 6 90	6 60 / 3 75	6 25 / 3 55	5 85 / 3 30	5 30 / 3 05	4 95 / 2 85	4 60 / 2 65	4 30 / 2 45	4 25 / 2 45	3 85 / 2 20	3 20 / 1 85	2 80 / 1 65	2 55 / 1 50	2 35 / 1 40	1 95 / 1 15	1 80 / 1 05	1 50 / 90	1 20 / 70	95 / 55	65 / 40	40 / 25			
Richfield.	182.8	3.27	10 00 / 7 00	6 85 / 3 90	6 50 / 3 70	6 10 / 3 50	5 55 / 3 15	5 20 / 2 95	4 85 / 2 75	4 55 / 2 60	4 30 / 2 55	4 10 / 2 30	3 45 / 1 95	3 05 / 1 75	2 80 / 1 60	2 60 / 1 50	2 20 / 1 30	2 05 / 1 15	1 75 / 1 00	1 45 / 80	1 20 / 70	90 / 50	65 / 35	25 / 15		
Finnell.	184.9	2.08	10 00 / 7 10	7 00 / 3 95	6 65 / 3 80	6 25 / 3 55	5 70 / 3 25	5 35 / 3 05	5 00 / 2 85	4 70 / 2 70	4 65 / 2 65	4 25 / 2 40	3 60 / 2 05	3 20 / 1 85	2 95 / 1 70	2 75 / 1 60	2 35 / 1 40	2 20 / 1 25	1 90 / 1 10	1 60 / 90	1 35 / 75	1 05 / 60	80 / 45	40 / 25	20 / 10	
Tehama.	187.4	2.48	10 00 / 7 20	7 00 / 4 10	6 80 / 3 90	6 40 / 3 65	5 85 / 3 35	5 50 / 3 15	5 15 / 2 90	4 85 / 2 75	4 80 / 2 70	4 40 / 2 50	3 75 / 2 15	3 35 / 1 95	3 10 / 1 80	2 90 / 1 70	2 50 / 1 50	2 35 / 1 35	3 05 / 1 20	1 75 / 1 00	1 50 / 85	1 20 / 70	95 / 50	60 / 30	35 / 20	20 / 10

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

OREGON DIVISION CENTRAL PACIFIC RAILROAD.

4 Cents per Mile.

Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco	Roseville Junct'n	Whitneys	Lincoln	Ewings	Sheridans	Wheatland	Reeds	Yuba	Marysville	Lomo	Live Oak	Gridley	Biggs	Silsby	Nelson	Durham	Chico	Shaws	Nord	Anita	Cana	Soto	Vina	Sesma	Tehama	Tyler	Oak Creek	Rawson	Red Bluff	Hooker	Buckeye	Cottonwood	Anderson	Clear Creek	Station
0	0	0																																			San Francisco.
169.4	169.4	5 00 / 3 80																																			Roseville Junct'n.
175.5	6.10	5 50 / 4 00	50 / 30																																		Whitneys.
179.7	4.19	5 50 / 4 15	75 / 45	25 / 20																																	Lincoln.
183.9	4.13	5 50 / 4 30	1 00 / 60	50 / 35	25 / 20																																Ewings.
187.6	3.71	5 50 / 4 50	1 25 / 75	75 / 50	50 / 30	25 / 15																															Sheridans.
190.8	3.28	5 50 / 4 60	1 50 / 90	1 00 / 65	75 / 50	50 / 30	25 / 15																														Wheatland.
197.1	6.28	5 50 / 4 85	1 75 / 1 10	1 50 / 90	1 25 / 70	1 00 / 55	75 / 40	50 / 30																													Reeds.
201.8	4.65	5 50 / 5 05	2 00 / 1 30	1 75 / 1 10	1 50 / 90	1 25 / 70	1 00 / 60	75 / 45	25 / 20																												Yuba.
203.6	1.83	5 50 / 5 10	2 00 / 1 40	2 00 / 1 15	1 75 / 95	1 50 / 80	1 25 / 70	1 00 / 50	50 / 30	25 / 10																											Marysville.
210.4	6.83	6 00 / 5 40	2 50 / 1 65	2 50 / 1 40	2 25 / 1 25	2 90 / 1 10	1 75 / 90	1 50 / 80	1 00 / 55	75 / 35	50 / 30																										Lomo.
214.3	3.90	6 25 / 5 55	2 75 / 1 80	2 75 / 1 55	2 50 / 1 40	2 25 / 1 25	2 00 / 1 10	1 75 / 95	1 25 / 70	1 00 / 50	75 / 45	25 / 15																									Live Oak.
220.8	6.46	6 75 / 5 80	3 25 / 2 10	3 25 / 1 85	3 00 / 1 70	2 75 / 1 50	2 50 / 1 35	2 25 / 1 20	1 75 / 95	1 50 / 80	1 25 / 70	75 / 45	50 / 30																								Gridley.
224.3	3.47	7 00 / 5 95	3 50 / 2 20	3 50 / 1 95	3 25 / 1 80	3 00 / 1 65	2 75 / 1 50	2 50 / 1 35	2 00 / 1 10	1 75 / 90	1 50 / 85	1 00 / 55	75 / 40	25 / 15																							Biggs.
230.2	5.92	7 50 / 6 15	4 00 / 2 45	4 00 / 2 20	3 75 / 2 05	3 50 / 1 90	3 25 / 1 70	3 00 / 1 60	2 50 / 1 35	2 25 / 1 15	2 00 / 1 10	1 50 / 80	1 25 / 65	75 / 40	50 / 25																						Silsby.
234.3	4.10	7 50 / 6 35	4 00 / 2 60	4 00 / 2 35	3 75 / 2 20	3 50 / 2 05	3 25 / 1 90	3 00 / 1 75	2 50 / 1 50	2 25 / 1 30	2 00 / 1 25	1 75 / 95	1 50 / 80	1 00 / 55	75 / 45	50 / 20																					Nelson.
240.9	6.60	8 00 / 6 60	4 50 / 2 90	4 50 / 2 65	4 25 / 2 50	4 00 / 2 30	3 75 / 2 15	3 50 / 2 05	3 00 / 1 75	2 75 / 1 60	2 50 / 1 50	2 00 / 1 25	1 75 / 1 10	1 25 / 85	1 00 / 70	1 00 / 45	50 / 30																				Durham.
247.0	6.08	8 50 / 6 85	5 00 / 3 10	5 00 / 2 90	4 75 / 2 70	4 50 / 2 55	4 25 / 2 40	4 00 / 2 30	3 50 / 2 00	3 25 / 1 85	3 00 / 1 75	2 50 / 1 50	2 25 / 1 30	1 75 / 1 10	1 50 / 90	1 50 / 70	1 00 / 50	50 / 30																			Chico.
251.8	4.79	8 75 / 7 05	5 25 / 3 30	5 25 / 3 10	5 00 / 2 90	4 75 / 2 70	4 50 / 2 60	4 25 / 2 45	3 75 / 2 20	3 50 / 2 00	3 25 / 1 95	2 75 / 1 70	2 50 / 1 50	2 00 / 1 25	1 75 / 1 10	1 75 / 90	1 25 / 70	75 / 45	25 / 20																		Shaws.
254.0	2.28	9 00 / 7 10	5 50 / 3 40	5 50 / 3 15	5 25 / 3 00	5 00 / 2 85	4 75 / 2 70	4 50 / 2 55	4 00 / 2 30	3 75 / 2 10	3 50 / 2 05	3 00 / 1 75	2 75 / 1 60	2 25 / 1 35	2 00 / 1 20	2 00 / 95	1 50 / 80	1 00 / 55	50 / 30	25 / 10																	Nord.
256.4	2.34	9 00 / 7 20	5 50 / 3 50	5 50 / 3 25	5 25 / 3 10	5 00 / 2 90	4 75 / 2 75	4 50 / 2 65	4 00 / 2 40	3 75 / 2 20	3 50 / 2 10	3 00 / 1 85	2 75 / 1 70	2 25 / 1 45	2 00 / 1 30	2 00 / 1 10	1 50 / 90	1 00 / 65	50 / 40	50 / 20	25 / 10																Anita.
258.8	2.39	9 25 / 7 20	5 75 / 3 60	5 75 / 3 35	5 50 / 3 20	5 25 / 3 00	5 00 / 2 90	4 75 / 2 70	4 25 / 2 50	4 00 / 2 30	3 75 / 2 25	3 25 / 1 95	3 00 / 1 80	2 50 / 1 50	2 25 / 1 40	2 25 / 1 15	1 75 / 1 00	1 25 / 70	75 / 50	75 / 30	50 / 20	25 / 10															Cana.
261.5	2.76	9 25 / 7 20	5 75 / 3 70	5 75 / 3 45	5 50 / 3 30	5 25 / 3 10	5 00 / 2 95	4 75 / 2 85	4 25 / 2 60	4 00 / 2 40	3 75 / 2 30	3 25 / 2 10	3 00 / 1 90	2 50 / 1 65	2 25 / 1 50	2 25 / 1 30	1 75 / 1 10	1 25 / 85	75 / 60	75 / 40	50 / 30	25 / 20	25 / 10														Soto.
265.8	4.29	9 50 / 7 20	6 00 / 3 90	6 00 / 3 65	5 75 / 3 50	5 50 / 3 30	5 25 / 3 15	5 00 / 3 00	4 50 / 2 75	4 25 / 2 60	4 00 / 2 50	3 50 / 2 25	3 25 / 2 10	2 75 / 1 85	2 50 / 1 70	2 50 / 1 45	2 00 / 1 30	1 50 / 1 00	1 00 / 75	1 00 / 60	75 / 50	50 / 40	25	25 / 20													Vina.
273.2	7.43	10 00 / 7 20	6 50 / 4 15	6 50 / 3 90	6 25 / 3 75	6 00 / 3 60	5 75 / 3 45	5 50 / 3 30	5 00 / 3 10	4 75 / 2 90	4 50 / 2 80	4 00 / 2 50	3 75 / 2 35	3 25 / 2 10	3 00 / 1 95	3 00 / 1 75	2 50 / 1 55	2 00 / 1 30	1 50 / 1 10	1 50 / 90	1 25 / 80	1 00 / 70	75 / 60	75 / 50	50 / 30												Sesma.
274.5	1.25	10 00 / 7 20	6 50 / 4 25	6 50 / 3 95	6 25 / 3 80	6 00 / 3 65	5 75 / 3 50	5 50 / 3 35	5 00 / 3 10	4 75 / 2 90	4 50 / 2 85	4 00 / 2 60	3 75 / 2 45	3 25 / 2 15	3 00 / 2 05	3 00 / 1 80	2 50 / 1 65	2 00 / 1 35	1 50 / 1 10	1 50 / 90	1 25 / 85	1 00 / 75	75 / 65	75 / 50	50 / 35	25 / 10											Tehama.
276.2	1.71	10 00 / 7 25	6 65 / 4 30	6 65 / 4 05	6 40 / 3 90	6 15 / 3 70	5 90 / 3 55	5 65 / 3 45	5 15 / 3 20	4 90 / 3 00	4 65 / 2 90	4 15 / 2 65	3 90 / 2 50	3 40 / 2 25	3 15 / 2 10	3 15 / 1 90	2 65 / 1 70	2 15 / 1 45	1 65 / 1 20	1 65 / 1 00	1 40 / 90	1 15 / 80	90 / 70	90 / 60	65 / 45	25 / 15	15 / 10										Tyler.
278.5	2.31	10 30 / 7 35	6 80 / 4 10	6 80 / 4 10	6 55 / 3 95	6 30 / 3 80	6 05 / 3 65	5 80 / 3 50	5 20 / 3 30	5 05 / 3 10	4 80 / 3 00	4 30 / 2 75	4 05 / 2 60	3 55 / 2 30	3 30 / 2 20	3 30 / 1 95	2 80 / 1 80	2 30 / 1 50	1 80 / 1 30	1 80 / 1 10	1 55 / 1 00	1 30 / 90	1 05 / 80	1 05 / 70	80 / 50	40 / 25	30 / 20	15 / 10									Oak Creek.
281.6	3.04	10 50 / 7 50	7 00 / 4 50	7 00 / 4 30	6 75 / 4 10	6 50 / 3 90	6 25 / 3 75	6 00 / 3 65	5 50 / 3 40	5 25 / 3 20	5 00 / 3 10	4 50 / 2 90	4 25 / 2 70	3 75 / 2 45	3 50 / 2 30	3 50 / 2 10	3 00 / 1 90	2 50 / 1 65	2 00 / 1 40	2 00 / 1 20	1 75 / 1 10	1 50 / 1 05	1 25 / 90	1 25 / 85	1 00 / 65	50 / 35	50 / 30	35 / 25	20 / 15								Rawson.
286.2	4.60	10 75 / 7 65	7 25 / 4 70	7 25 / 4 45	7 00 / 4 30	6 75 / 4 10	6 50 / 3 95	6 25 / 3 85	5 75 / 3 60	5 50 / 3 40	5 25 / 3 30	4 75 / 3 05	4 50 / 2 90	4 00 / 2 65	3 75 / 2 50	3 75 / 2 25	3 25 / 2 10	2 75 / 1 85	2 25 / 1 60	2 25 / 1 40	2 00 / 1 30	1 75 / 1 20	1 50 / 1 10	1 50 / 1 00	1 25 / 85	75 / 50	75 / 50	60 / 40	45 / 30	25 / 20							Red Bluff.
296.5	10.30	11 50 / 8 10	8 00 / 5 10	8 00 / 4 85	7 75 / 4 70	7 50 / 4 50	7 25 / 4 35	7 00 / 4 25	6 50 / 4 00	6 25 / 3 80	6 00 / 3 70	5 50 / 3 50	5 25 / 3 30	4 75 / 3 05	4 50 / 2 90	4 50 / 2 70	4 00 / 2 50	3 50 / 2 25	3 00 / 2 00	3 00 / 1 80	2 75 / 1 70	2 50 / 1 65	2 25 / 1 50	2 25 / 1 40	2 00 / 1 25	1 50 / 95	1 50 / 90	1 35 / 85	1 20 / 70	1 00 / 60	75 / 45						Hooker.
301.4	4.94	12 00 / 8 25	8 50 / 5 30	8 50 / 5 05	8 25 / 4 90	8 00 / 4 70	7 75 / 4 55	7 50 / 4 45	7 00 / 1 20	6 75 / 4 00	6 50 / 3 00	6 00 / 3 05	5 75 / 3 50	5 25 / 3 25	5 00 / 3 10	5 00 / 2 90	4 50 / 2 70	4 00 / 2 45	3 50 / 2 20	3 50 / 2 00	3 25 / 1 90	3 00 / 1 65	2 75 / 1 70	2 75 / 1 60	2 50 / 1 45	2 00 / 1 15	2 00 / 1 10	1 85 / 1 05	1 75 / 90	1 50 / 80	1 25 / 65	50 / 20					Buckeye.
303.2	1.80	12 00 / 8 30	8 50 / 5 35	8 50 / 5 10	8 25 / 4 95	8 00 / 4 80	7 75 / 4 65	7 50 / 4 50	7 00 / 4 30	6 75 / 4 10	6 50 / 4 00	6 00 / 3 70	5 75 / 3 55	5 25 / 3 30	5 00 / 3 15	5 00 / 2 95	4 50 / 2 75	4 00 / 2 50	3 50 / 2 30	3 50 / 2 10	3 25 / 2 00	3 00 / 1 90	2 75 / 1 80	2 75 / 1 70	2 50 / 1 50	2 00 / 1 20	2 00 / 1 15	1 85 / 1 10	1 75 / 1 00	1 50 / 90	1 25 / 70	50 / 30	25 / 10				Cottonwood.
309.9	6.70	12 50 / 8 60	9 00 / 5 65	9 00 / 5 40	8 75 / 5 25	8 50 / 5 10	8 25 / 4 90	8 00 / 4 80	7 50 / 4 50	7 25 / 4 35	7 00 / 4 30	6 50 / 4 00	6 25 / 3 85	5 75 / 3 60	5 50 / 3 45	5 50 / 3 20	5 00 / 3 05	4 50 / 2 80	4 00 / 2 50	4 00 / 2 35	3 75 / 2 25	3 50 / 2 15	3 25 / 2 10	3 25 / 1 95	3 00 / 1 80	2 50 / 1 50	2 50 / 1 45	2 35 / 1 35	2 20 / 1 30	2 00 / 1 15	1 75 / 95	1 00 / 55	75 / 35	50 / 30			Anderson.
316.1	6.25	13 00 / 8 85	9 50 / 5 90	9 50 / 5 65	9 25 / 5 50	9 00 / 5 30	8 75 / 5 15	8 50 / 5 05	8 00 / 4 80	7 75 / 4 60	7 50 / 4 50	7 00 / 4 25	6 75 / 4 10	6 25 / 3 85	6 00 / 3 70	6 00 / 3 45	5 50 / 3 30	5 00 / 3 05	4 50 / 2 80	4 50 / 2 60	4 25 / 2 50	4 00 / 2 40	3 75 / 2 30	3 75 / 2 20	3 50 / 2 05	3 00 / 1 70	3 00 / 1 70	2 85 / 1 60	2 70 / 1 50	2 50 / 1 40	2 25 / 1 20	1 50 / 80	1 25 / 60	1 00 / 50	50 / 30		Clear Creek.
321.0	4.89	13 25 / 9 05	9 75 / 6 10	9 75 / 5 85	9 50 / 5 70	9 25 / 5 50	9 00 / 5 35	8 75 / 5 25	8 25 / 4 95	8 00 / 4 80	7 75 / 4 70	7 25 / 4 45	7 00 / 4 30	6 50 / 4 05	6 25 / 3 90	6 25 / 3 65	5 75 / 3 50	5 25 / 3 25	4 75 / 3 00	4 75 / 2 80	4 50 / 2 70	4 25 / 2 60	4 00 / 2 50	4 00 / 2 40	3 75 / 2 25	3 25 / 1 90	3 25 / 1 90	3 10 / 1 80	2 95 / 1 70	2 75 / 1 60	2 50 / 1 40	1 75 / 1 00	1 50 / 80	1 25 / 70	75 / 50	50 / 20	Redding.

☞ *Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.*

No. 7.

Yuma Division of the Southern Pacific Railroad.

Four Cents per Mile from Los Angeles to Colton, and Six Cents per Mile from Colton to Yuma, Arizona.

Station	Miles From San Francisco	Miles Between Stations	Old and New Rate From San Francisco	Los Angeles	Shorb	San Gabriel	Savanna	Monte	Puente	Spadra	Pomona	Ontario	Cucamonga	Colton	Mound City	Brookside	El Casco	San Gorgonio	Banning	Cabazon	White Water	Seven Palms	Dry Camp	Indio	Walters	Dos Palmas	Frinks	Volcano Springs	Flowing Well	Tortuga	Mammoth Tank	Mesquite	Cactus	Ogilby	Pilot Knob	El Rio	Col. River, Cal.
San Francisco	0	0	0																																		
Los Angeles	482.2	482.2	23 00 / 21 70																																		
Shorb	488.6	6.4	23 25 / 22 00	[illegible] / 30																																	
San Gabriel	491.4	2.8	23 50 / 22 10	50 / 40	15 / 10																																
Savanna	493.9	2.5	23 75 / 22 20	75 / 50	40 / 20	25 / 10																															
Monte	495.3	1.4	23 75 / 22 25	75 / 55	40 / 30	25 / 15	15 / 10																														
Puente	501.5	6.2	24 00 / 22 50	1 00 / 80	55 / 50	50 / 45	40 / 30	25																													
Spadra	511.5	10.0	24 50 / 22 90	1 50 / 1 20	1 15 / 90	1 00 / 85	75 / 70	75 / 65	50 / 40																												
Pomona	515.0	3.5	24 75 / 23 00	1 75 / 1 30	1 40 / 1 10	1 25 / 95	1 00 / 85	1 00 / 80	75 / 55	25 / 15																											
Ontario	522.5	7.5	25 00 / 23 [illegible]	2 10 / 1 65	1 75 / 1 35	1 60 / 1 30	1 35 / 1 15	1 35 / 1 10	1 10 / 85	60 / 45	[illegible] / 30																										
Cucamonga	524.5	2.0	25 25 / 23 40	2 25 / 1 70	1 90 / 1 45	1 75 / 1 35	1 50 / 1 25	1 50 / 1 20	1 25 / 90	75 / 50	50 / 40	20 / 10																									
Colton	539.7	15.2	26 00 / 24 00	3 00 / 2 30	2 65 / 2 10	2 50 / 1 95	2 25 / 1 85	2 25 / 1 80	2 00 / 1 55	1 50 / 1 15	1 25 / 1 00	95 / 70	[illegible] / 65																								
Mound City	543.1	3.4	26 30 / 24 25	3 30 / 2 55	2 95 / 2 35	2 80 / 2 20	2 55 / 2 10	2 55 / 2 05	2 30 / 1 80	1 80 / 1 40	1 55 / 1 25	1 25 / 95	1 05 / 90	30 / 25																							
Brookside	547.1	4.0	26 80 / 24 50	3 70 / 2 80	3 35 / 2 60	3 20 / 2 45	2 95 / 2 35	2 95 / 2 30	2 70 / 2 05	2 20 / 1 65	1 95 / 1 50	1 65 / 1 20	1 45 / 1 15	70 / 50	40 / 25																						
El Casco	554.2	7.1	27 40 / 24 90	4 40 / 3 20	4 05 / 3 00	3 90 / 2 85	3 65 / 2 75	3 65 / 2 70	3 40 / 2 45	2 90 / 2 05	2 65 / 1 90	2 35 / 1 69	2 15 / 1 55	1 40 / 90	1 10 / 70	70 / 50																					
San Gorgonio	562.8	8.6	28 25 / 25 45	5 25 / 3 75	4 90 / 3 55	4 75 / 3 40	4 50 / 3 30	4 50 / 3 25	4 25 / 3 00	3 75 / 2 60	3 50 / 2 45	3 20 / 2 15	3 00 / 2 10	2 25 / 1 45	1 95 / 1 20	1 55 / 95	85 / 55																				
Banning	569.0	6.2	28 85 / 25 80	5 85 / 4 10	5 50 / 3 90	5 35 / 3 75	5 10 / 3 65	5 10 / 3 60	4 85 / 3 35	4 35 / 2 95	4 10 / 2 80	3 80 / 2 50	3 60 / 2 45	2 85 / 1 80	2 55 / 1 55	2 15 / 1 30	1 45 / 90	60 / 40																			
Cabazon	574.9	5.9	29 40 / 26 15	6 40 / 4 45	5 95 / 4 25	5 90 / 4 10	5 65 / 4 00	5 65 / 3 95	5 40 / 3 70	4 90 / 3 30	4 65 / 3 15	4 35 / 2 85	4 15 / 2 80	3 40 / 2 15	3 10 / 1 90	2 70 / 1 70	2 00 / 1 25	1 15 / 75	60 / 35																		
White Water	583.4	8.5	30 25 / 26 65	7 25 / 4 95	6 90 / 4 75	6 75 / 4 60	6 50 / 4 50	6 50 / 4 45	6 25 / 4 20	5 75 / 3 80	5 50 / 3 65	5 20 / 3 35	5 00 / 3 30	4 25 / 2 65	3 95 / 2 45	3 55 / 2 20	2 85 / 1 80	2 00 / 1 25	1 45 / 90	85 / 55																	
Seven Palms	590.9	7.5	31 00 / 27 10	8 00 / 5 40	7 65 / 5 20	7 50 / 5 05	7 25 / 4 95	7 25 / 4 90	7 00 / 4 65	6 50 / 4 25	6 25 / 4 10	5 95 / 3 80	5 75 / 3 75	5 00 / 3 10	4 70 / 2 90	4 30 / 2 65	3 60 / 2 20	2 75 / 1 75	2 20 / 1 30	1 60 / 95	75 / 50																
Dry Camp	602.2	11.3	32 1[illegible] / 27 80	9 10 / 6 10	8 75 / 5 90	8 60 / 5 75	8 35 / 5 65	8 35 / 5 60	8 10 / 5 55	7 60 / 4 95	7 35 / 4 80	7 05 / 4 50	6 85 / 4 45	6 10 / 3 80	5 80 / 3 60	5 40 / 3 35	4 70 / 2 90	3 85 / 2 40	3 30 / 2 05	2 70 / 1 70	1 85 / 1 15	1 10 / 75															
Indio	611.7	9.5	33 00 / 28 [illegible]	10 00 / 6 60	9 65 / 6 40	9 50 / 6 25	9 25 / 6 15	9 25 / 6 10	9 00 / 5 85	8 50 / 5 45	8 25 / 5 30	7 95 / 5 00	7 75 / 4 95	7 00 / 4 30	6 70 / 4 15	6 30 / 3 90	5 60 / 3 50	4 75 / 2 95	4 20 / 2 60	3 60 / 2 20	2 75 / 1 75	2 00 / 1 25	90 / 60														
Walters	625.[illegible]	13.3	34 5[illegible] / 29 15	11 30 / 7 45	10 95 / 7 25	10 80 / 7 10	10 55 / 7 00	10 55 / 6 95	10 30 / 6 70	9 80 / 6 30	9 55 / 6 15	9 25 / 5 85	9 05 / 5 80	8 30 / 5 15	8 00 / 4 90	7 60 / 4 70	6 90 / 4 25	6 05 / 3 80	5 50 / 3 35	4 90 / 3 05	4 05 / 2 50	3 30 / 2 10	2 20 / 1 40	1 30 / 85													
Dos Palmas	642.4	17.4	36 10 / 30 20	13 10 / 8 50	12 75 / 8 30	12 60 / 8 15	12 35 / 8 05	12 35 / 8 00	12 10 / 7 75	11 60 / 7 35	11 35 / 7 20	11 05 / 6 90	10 85 / 6 85	10 10 / 6 20	9 80 / 6 00	9 40 / 5 75	8 70 / 5 35	7 85 / 4 80	7 30 / 4 45	6 70 / 4 10	5 85 / 3 55	5 10 / 3 10	4 00 / 2 45	3 10 / 1 85	1 80 / 1 10												
Frinks	653.3	10.9	37 20 / 30 85	14 20 / 9 15	13 85 / 8 95	13 70 / 8 80	13 45 / 8 70	13 45 / 8 65	13 20 / 8 10	12 70 / 8 00	12 45 / 7 85	12 15 / 7 55	11 95 / 7 50	11 20 / 6 85	10 90 / 6 05	10 50 / 6 40	9 80 / 6 00	8 95 / 5 45	8 40 / 5 10	7 80 / 4 75	6 95 / 4 20	6 20 / 3 80	5 10 / 3 10	4 20 / 2 50	2 90 / 1 75	1 10 / 65											
Volcano Springs	660.8	7.5	37 95 / 31 30	14 95 / 9 60	14 60 / 9 40	14 45 / 9 25	14 20 / 9 15	14 20 / 9 10	13 95 / 8 85	13 45 / 8 45	13 20 / 8 30	12 90 / 8 00	12 70 / 7 95	11 95 / 7 30	11 65 / 7 10	11 25 / 6 85	10 55 / 6 40	9 70 / 5 90	9 15 / 5 50	8 55 / 5 15	7 70 / 4 70	6 95 / 4 20	5 85 / 3 55	4 95 / 3 00	3 65 / 2 15	1 85 / 1 15	75 / 50										
Flowing Well	671.0	10.2	39 [illegible] / 31 90	16 00 / 10 20	15 65 / 10 00	15 50 / 9 85	15 25 / 9 75	15 25 / 9 70	15 00 / 9 45	14 50 / 9 05	14 25 / 8 90	13 95 / 8 60	13 75 / 8 55	13 00 / 7 90	12 70 / 7 70	12 30 / 7 45	11 60 / 7 00	10 75 / 6 55	10 20 / 6 10	9 60 / 5 60	8 75 / 5 30	8 00 / 4 85	6 90 / 4 15	6 00 / 3 60	4 70 / 2 75	2 90 / 1 75	1 80 / 1 10	1 05 / 65									
Tortuga	677.0	6.0	39 65 / 32 30	16 65 / 10 60	16 30 / 10 40	16 15 / 10 25	15 90 / 10 15	15 90 / 10 10	15 65 / 9 85	15 15 / 9 45	14 90 / 9 30	14 60 / 9 00	14 40 / 8 95	13 65 / 8 30	13 35 / 8 05	12 95 / 7 80	12 25 / 7 40	11 40 / 6 90	10 85 / 6 50	10 25 / 6 20	9 40 / 5 65	8 65 / 5 20	7 55 / 4 50	6 65 / 3 95	5 35 / 3 10	3 55 / 2 10	2 45 / 1 45	1 70 / 1 00	65 / 35								
Mammoth Tank	683.1	6.1	40 25 / 32 65	17 25 / 10 95	16 90 / 10 75	16 75 / 10 60	16 50 / 10 50	16 50 / 10 45	16 25 / 10 20	15 75 / 9 80	15 50 / 9 65	15 20 / 9 35	15 00 / 9 30	14 25 / 8 65	13 95 / 8 40	13 55 / 8 15	12 85 / 7 75	12 00 / 7 25	11 45 / 6 90	10 85 / 6 55	10 00 / 6 00	9 25 / 5 60	8 15 / 4 85	7 25 / 4 30	5 95 / 3 55	4 15 / 2 45	3 05 / 1 80	2 30 / 1 10	1 25 / 75	60 / 40							
Mesquite	694.1	11.0	41 40 / 33 30	18 40 / 11 60	18 05 / 11 40	17 90 / 11 25	17 65 / 11 15	17 65 / 11 10	17 40 / 10 85	16 90 / 10 45	16 65 / 10 30	16 55 / 10 00	16 15 / 9 95	15 40 / 9 30	15 10 / 9 05	14 70 / 8 80	14 00 / 8 40	13 15 / 7 90	12 60 / 7 55	12 00 / 7 20	11 15 / 6 65	10 10 / 6 25	9 30 / 5 50	8 40 / 5 00	7 10 / 4 20	5 30 / 3 10	4 20 / 2 45	3 45 / 2 05	2 40 / 1 15	1 75 / 1 05	1 15 / 65						
Cactus	707.9	13.8	42 85 / 34 15	19 85 / 12 45	19 50 / 12 25	19 35 / 12 10	19 10 / 12 00	19 10 / 11 95	18 85 / 11 70	18 35 / 11 30	18 10 / 11 15	17 80 / 10 85	17 60 / 10 80	16 85 / 10 15	16 55 / 9 90	16 15 / 9 65	15 45 / 9 25	14 60 / 8 75	14 05 / [illegible]	13 45 / 8 00	12 60 / 7 50	11 85 / 7 00	10 75 / 6 35	9 85 / 5 80	8 55 / 5 00	6 75 / 3 95	5 65 / 3 30	4 90 / 2 90	3 85 / 2 20	3 20 / 1 80	2 60 / 1 50	1 45 / 85					
Ogilby	715.2	7.3	43 65 / 34 55	20 65 / 12 85	20 30 / 12 65	20 15 / 12 50	19 90 / 12 40	19 90 / 12 35	19 65 / 12 10	19 15 / 11 70	18 90 / 11 55	18 60 / 11 25	18 40 / 11 20	17 65 / 10 55	17 35 / 10 40	16 95 / 10 15	16 25 / 9 65	15 40 / 9 20	14 85 / 8 80	14 25 / 8 45	13 40 / 7 90	12 65 / 7 50	11 55 / 6 80	10 65 / 6 25	9 35 / 5 45	7 55 / 4 40	6 45 / 3 70	5 70 / 3 30	4 65 / 2 70	4 00 / 2 35	3 40 / 2 00	2 25 / 1 30	80 / 50				
Pilot Knob	721.5	6.3	44 30 / 34 90	21 30 / 13 20	20 95 / 13 00	20 80 / 12 85	20 55 / 12 75	20 55 / 12 70	20 30 / 12 45	19 80 / 12 05	19 55 / 11 90	19 25 / 11 60	19 05 / 11 55	18 30 / 10 90	18 00 / 10 75	17 60 / 10 50	16 90 / 10 10	16 05 / 9 55	15 50 / 9 20	14 90 / 8 80	14 05 / 8 35	13 30 / 7 85	12 20 / 7 20	11 30 / 6 60	10 00 / 5 80	8 20 / 4 80	7 10 / 4 15	6 35 / 3 65	5 30 / 3 05	4 65 / 2 70	4 05 / 2 35	2 90 / 1 70	1 45 / 85	65 / 40			
El Rio	725.1	3.6	44 70 / 35 15	21 70 / 13 45	21 35 / 13 25	21 20 / 13 10	20 95 / 13 00	20 95 / 12 95	20 70 / 12 70	20 20 / 12 30	19 95 / 12 15	19 65 / 11 85	19 45 / 11 80	18 70 / 11 15	18 40 / 10 90	18 00 / 10 70	17 30 / 10 25	16 45 / 9 80	15 95 / 9 40	15 30 / 9 05	14 45 / 8 50	13 70 / 8 10	12 60 / 7 40	11 70 / 6 85	10 40 / 6 05	8 60 / 5 00	7 50 / 4 30	6 75 / 3 90	5 70 / 3 30	5 05 / 2 95	4 45 / 2 50	3 30 / 1 85	1 85 / 1 10	1 05 / 60	40 / 25		
Col. River, Cal.	729.9	4.8	45 60 / 35 45	22 00 / 13 75	21 65 / 13 55	21 50 / 13 40	21 25 / 13 30	21 25 / 13 25	21 00 / 13 00	20 50 / 12 60	20 25 / 12 45	19 95 / 12 15	19 75 / 12 10	19 00 / 11 45	18 70 / 11 20	18 30 / 11 00	17 60 / 10 55	16 75 / 10 10	16 20 / 9 65	15 60 / 9 30	14 75 / 8 80	14 00 / 8 35	12 90 / 7 70	12 00 / 7 15	10 70 / 6 30	8 90 / 5 30	7 80 / 4 60	7 05 / 4 20	6 00 / 3 55	5 35 / 3 20	4 75 / 2 80	3 60 / 2 15	2 15 / 1 30	1 35 / 90	70 / 55	40 / 30	
Yuma, Arizona	730.9	1.0	45 60 / 35 55	22 00 / 13 85	21 65 / 13 65	21 50 / 13 50	21 25 / 13 40	21 25 / 13 35	21 00 / 13 10	20 50 / 12 70	20 25 / 12 55	19 95 / 12 25	19 75 / 12 20	19 00 / 11 55	18 70 / 11 30	18 30 / 11 10	17 00 / 10 65	16 75 / 10 20	16 20 / 9 75	15 60 / 9 40	14 75 / 8 90	14 00 / 8 45	12 90 / 7 80	12 00 / 7 25	10 70 / 6 40	8 90 / 5 40	7 80 / 4 70	7 05 / 4 30	6 00 / 3 65	5 50 / 3 30	4 90 / 2 90	3 75 / 2 25	2 30 / 1 40	1 50 / 1 00	85 / 65	[illegible] / 40	10

Rates of Fare for Passengers. Tables of Old and New Rates. *NOTE.—Old Rate above the New in each square.*

No. 8.

NORTHERN DIVISION SOUTHERN PACIFIC.

4 Cents per Mile.

No. 9.

Miles From	Miles Between Stations	San Francisco.	Bernal.	Ocean View.	Colma.	Baden.	San Bruno.	Millbrae.	Oak Grove.	San Mateo.	Belmont.	Redwood.	Fair Oaks.	Menlo Park.	Mayfield.	Mountain View.	Lawrences.	Santa Clara.	San José.	Eden Vale.	Coyote.	Perrys.	Madrone.	Tennants.	Gilroy.	Carnadero.	Sargents.	Sand Cut.	Vega.	Pajaro.	Castroville.	Morocojo.	Martins.	Bardins.	Monterey.
0	0	San Francisco.																																	
4.6	4.6	25 15	Bernal.																																
6.9	2.3	15	15 10	Ocean View.																															
9.2	2.3	25	25 20	25 10	Colma.																														
12.2	3.0	*40	40 30	*25	25 10	Baden.																													
14.3	2.1	*50	50 40	50 30	*25	25 10	San Bruno.																												
17.0	2.7	*60	60 50	50 45	50 30	25 20	25 10	Millbrae.																											
19.2	2.2	*70	70 60	70 50	60 40	50 30	40 20	25 10	Oak Grove.																										
21.1	1.9	*75	75 70	75 60	65 50	50 35	40 30	25 20	15 10	San Mateo.																									
25.1	4.0	*90	90 85	*75	75 65	65 50	50 45	40 35	*25	25 15	Belmont.																								
28.6	3.5	1 00	1 00 95	1 00 90	75 80	75 70	75 60	50	*40	40 30	25 15	Redwood.																							
30.9	2.3	*1 10	*1 10	1 10 95	1 00 90	1 00 75	90 70	75 55	50	50 40	40 25	25 10	Fair Oaks.																						
32.1	1.2	*1 15	1 15 1 10	1 10 1 05	1 00 90	1 00 80	90 70	85 65	50	50 45	40 30	25 15	15 10	Menlo Park.																					
34.9	2.8	*1 25	*1 25	1 25 1 10	1 10 1 05	1 10 90	1 00 85	1 00 70	75 65	75 55	50 40	35 30	35 15	25 10	Mayfield.																				
39.1	4.2	*1 40	*1 40	1 40 1 30	1 25 1 20	1 25 1 10	1 25 1 00	1 25 90	90 80	90 70	75 55	50 45	50 35	50 30	25 20	Mountain View.																			
43.9	4.8	*1 55	*1 55	1 50	1 50 1 40	1 50 1 30	1 50 1 20	1 50 1 10	1 15 1 00	1 15 90	1 00 75	75 65	75 50	75 50	50 35	25 20	Lawrences.																		
47.4	3.5	*1 65	*1 65	*1 65	1 65 1 55	1 65 1 45	1 65 1 35	1 50 1 25	1 25 1 15	1 25 1 10	1 15 90	1 00 75	90 70	75 65	75 50	50 35	25 15	Santa Clara.																	
50.0	2.6	1 75	*1 75	1 75	1 75 1 65	1 75 1 50	1 65 1 45	1 50 1 30	1 40 1 25	1 25 1 15	1 25 1 00	1 00 90	1 00 80	1 00 70	75 65	50 45	40 30	25 10	San José.																
57.3	7.3	*2 00	*2 00	*2 00	2 00 1 95	2 00 1 85	2 00 1 70	1 75 1 65	1 65 1 55	1 65 1 50	1 50 1 30	1 25 1 15	1 25 1 10	1 25 1 05	1 25 90	1 00 75	75 55	50 40	50 30	Eden Vale.															
62.8	5.5	2 25	*2 25	*2 25	2 25 2 15	2 25 2 05	2 15 1 95	2 00 1 85	1 75	1 75 1 70	1 65 1 50	1 50 1 40	1 40 1 30	1 25 1 25	1 25 1 10	1 25 95	1 00 75	75 65	75 50	50 25	Coyote.														
65.8	3.0	2 50 2 40	2 50 2 40	2 50 2 35	2 50 2 30	2 50 2 15	2 40 2 10	2 25 1 95	2 00 1 90	2 00 1 80	1 90 1 65	1 75 1 50	1 65 1 40	1 50 1 35	1 50 1 25	1 25 1 10	1 00 90	1 00 75	75 65	50 35	25 10	Perrys.													
68.8	3.0	2 65 2 50	2 65 2 50	2 65 2 50	2 65 2 40	2 65 2 30	2 50 2 20	2 40 2 10	2 25 2 00	2 25 1 90	2 00 1 75	2 00 1 65	1 90 1 50	1 75 1 50	1 75 1 35	1 50 1 20	1 25 1 00	1 00 90	1 00 75	75 50	50 25	25 10	Madrone.												
71.5	2.7	2 75 2 65	2 75 2 65	2 75 2 60	2 75 2 50	2 75 2 40	2 65 2 30	2 50 2 20	2 25 2 10	2 25 2 05	2 15 1 90	2 00 1 70	1 90 1 65	1 75 1 60	1 75 1 50	1 75 1 30	1 50 1 10	1 25 1 00	1 25 90	1 00 60	50 35	50 25	25 10	Tennants.											
80.3	8.8	3 25 3 00	3 25 3 00	3 25 2 95	3 25 2 90	3 15 2 75	3 00 2 65	2 90 2 55	2 75 2 50	2 75 2 40	2 50 2 25	2 50 2 10	2 40 2 00	2 25 1 95	2 25 1 85	2 00 1 70	1 75 1 50	1 75 1 30	1 50 1 25	1 25 90	1 00 70	75 60	75 50	50 35	Gilroy.										
82.5	2.2	3 25 3 05	3 25 3 05	3 25 3 05	3 25 2 95	3 15 2 85	3 00 2 75	2 90 2 65	2 75 2 55	2 75 2 50	2 50 2 30	2 50 2 15	2 40 2 10	2 25 2 05	2 25 1 90	2 00 1 75	1 75 1 55	1 75 1 45	1 50 1 30	1 25 1 05	1 00 80	75 70	75 55	65 45	15 10	Carnadero.									
86.5	4.0	3 50 3 25	3 50 3 25	3 50 3 20	3 50 3 10	3 40 3 00	3 25 2 90	3 15 2 80	3 00 2 70	3 00 2 65	2 75 2 50	2 75 2 30	2 50 2 25	2 50 2 20	2 50 2 10	2 25 1 90	2 00 1 70	2 00 1 60	1 75 1 50	1 50 1 20	1 25 95	1 00 85	1 00 70	1 00 60	50 30	40 15	Sargents.								
94.2	7.7	4 00 3 55	4 00 3 55	4 00 3 50	4 00 3 40	4 00 3 30	3 90 3 20	3 75 3 10	3 65 3 00	3 50 2 95	3 50 2 80	3 25 2 65	3 25 2 55	3 25 2 50	3 00 2 40	2 75 2 25	2 65 2 05	2 50 1 90	2 25 1 80	2 25 1 50	2 00 1 30	1 75 1 15	1 75 1 05	1 50 90	1 00 55	1 00 50	75 30	Sand Cut.							
96.3	2.3	4 00 3 65	4 00 3 65	4 00 3 60	4 00 3 50	4 00 3 40	3 90 3 30	3 75 3 20	3 65 3 10	3 50 3 05	3 50 2 90	3 25 2 70	3 25 2 65	3 25 2 60	3 00 2 50	2 75 2 30	2 65 2 10	2 50 2 00	2 25 1 90	2 25 1 60	2 00 1 35	1 75 1 25	1 75 1 10	1 50 1 00	1 00 70	1 00 55	75 40	25 10	Vega.						
99.4	2.9	4 00 3 75	4 00 3 75	4 00 3 70	4 00 3 65	4 00 3 50	3 90 3 45	3 75 3 30	3 65 3 25	3 50 3 15	3 50 3 00	3 25 2 85	3 25 2 75	3 25 2 70	3 00 2 60	2 75 2 45	2 65 2 25	2 50 2 10	2 25 2 00	2 25 1 70	2 25 1 50	2 00 1 35	2 00 1 25	1 75 1 10	1 25 80	1 25 70	1 00 50	50 25	25 10	Pajaro.					
109.7	10.3	4 75 4 15	4 75 4 15	4 75 4 10	4 75 4 05	4 75 3 90	4 65 3 85	4 50 3 70	4 40 3 65	4 25 3 55	4 25 3 40	4 00 3 30	4 00 3 15	4 00 3 10	3 75 3 00	3 50 2 85	3 40 2 65	3 25 2 50	3 00 2 40	3 00 2 10	2 75 1 90	2 75 1 75	2 50 1 65	2 00 1 55	2 00 1 20	1 75 1 10	1 25 95	1 00 65	75 55	45	Castroville.				
112.2	2.5	5 00 4 25	5 00 4 25	5 00 4 25	5 00 4 10	5 00 4 00	4 90 3 90	4 75 3 85	4 65 3 70	4 50 3 70	4 50 3 50	4 25 3 35	4 25 3 30	4 25 3 25	4 00 3 10	3 75 2 95	3 65 2 75	3 50 2 60	3 25 2 50	3 25 2 20	3 25 2 00	3 00 1 90	3 00 1 75	2 75 1 65	2 25 1 30	2 25 1 20	2 00 1 05	1 50 70	1 25 65	1 00 40	25 10	Morocojo.			
113.1	0.9	5 10 4 30	5 10 4 30	5 10 4 30	5 10 4 15	5 10 4 05	5 00 3 95	4 85 3 90	4 75 3 75	4 60 3 70	4 60 3 50	4 35 3 40	4 35 3 30	4 25 3 25	4 10 3 15	3 85 2 95	3 75 2 80	3 60 2 65	3 25 2 55	3 35 2 25	3 35 2 05	3 10 1 90	3 10 1 80	2 85 1 70	2 35 1 30	2 35 1 25	2 10 1 10	1 60 75	1 35 70	1 10 55	35 15	10 10	Martins.		
114.8	1.7	5 25 4 35	5 25 4 35	5 25 4 30	5 25 4 25	5 25 4 10	5 15 4 05	5 00 3 90	4 90 3 85	4 75 3 75	4 75 3 60	4 50 3 50	4 50 3 35	4 50 3 30	4 25 3 20	4 00 3 05	3 90 2 85	3 75 2 70	3 50 2 60	3 50 2 30	3 50 2 10	3 25 1 95	3 25 1 85	3 00 1 75	2 50 1 40	2 50 1 30	2 25 1 15	1 75 85	1 50 75	1 25 65	50 25	25 10	15 10	Bardins.	
125.1	10.3	5 50 4 80	5 50 4 80	5 50 4 75	5 50 4 65	5 50 4 50	5 45 4 45	5 35 4 35	5 25 4 25	5 15 4 15	5 35 4 00	5 35 3 90	5 10 3 80	5 10 3 70	5 00 3 65	4 75 3 45	4 50 3 30	4 25 3 10	4 00 3 05	3 75 2 70	3 75 2 50	3 75 2 40	3 75 2 30	3 50 2 15	3 25 1 80	2 75 1 70	2 75 1 55	2 00 1 25	1 75 1 15	1 50 1 05	75 65	75 50	75 50	60 45	Monterey.

Rates of Fare for Passengers. Tables of Old and New Rates. NOTE.—Old Rate above the New in each square.

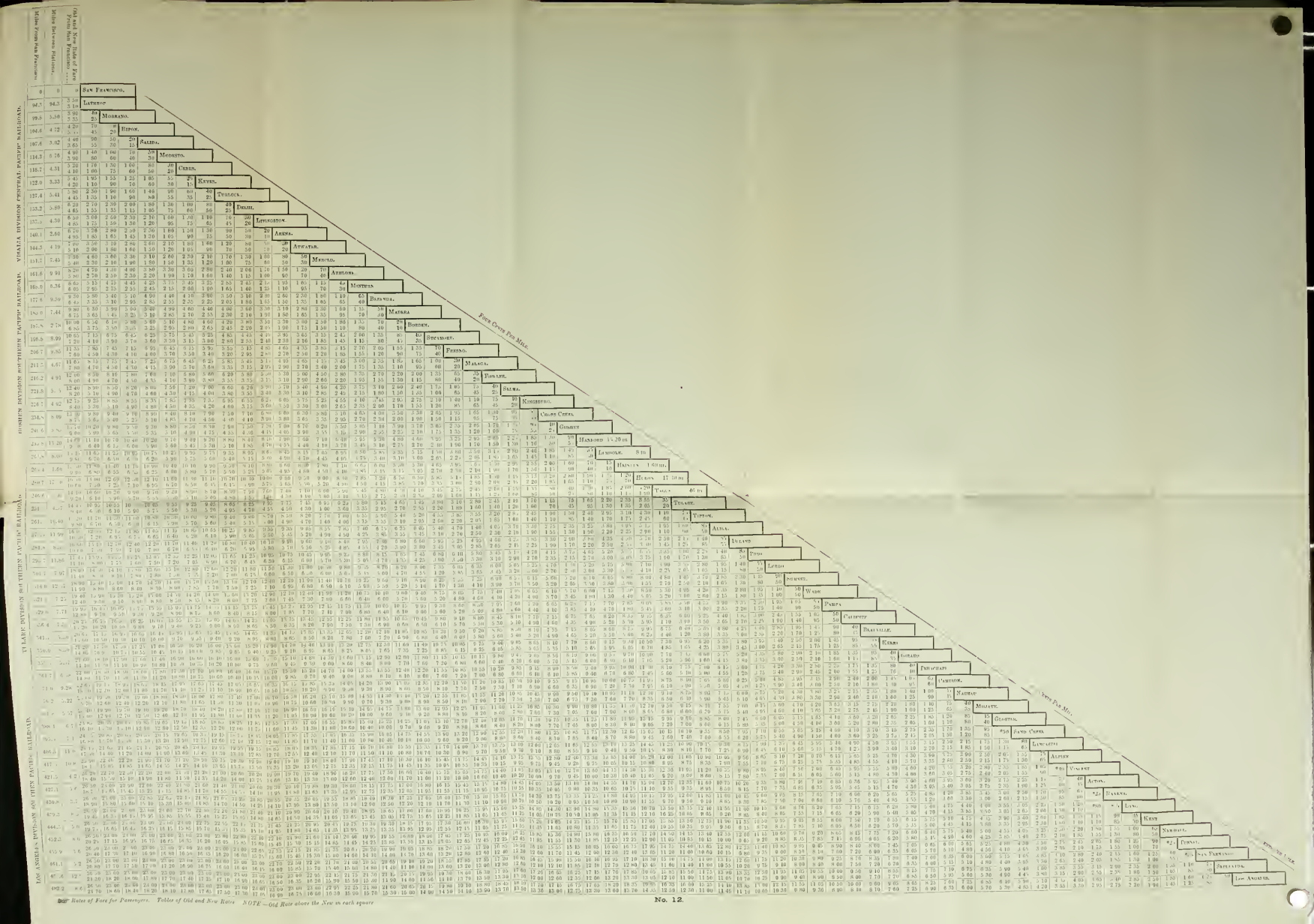
SACRAMENTO DIV.

MAIN LINE CENTRAL PACIFIC RAILROAD.

Four Cents per Mile from Sacramento to Auburn, and Six Cents per Mile from Auburn to New State Line.

Station	Miles From San Francisco	Miles Between Stations	Old and New Rate of Fare From San Francisco	Sacramento	Am. River Bridge	Arcade	Antelope	Junction	Rocklin	Pino	Penryn	Newcastle	Auburn	Clipper Gap	Applegate	N. E. Mills	Lander	Colfax	Cape Horn	Gold Run	Dutch Flat	Alta	Towles	Shady Run	China Ranch	Blue Cañon	Chinns	Emigrant Gap	Cisco	Tamarack	Cascade	Soda Springs	Summit	Strongs	Stanfords	Truckee	Proctors	Prosser Creek	Boca	Clinton	Cuba	Bronco	Myst[illegible]
San Francisco.	0	0	0
Sacramento.	151.2	151.2	4 00 / 3 30
Am. River Bridge.	154.6	3.36	4 25 / 3 45	25 / 15
Arcade.	159.1	4.56	4 50 / 3 60	50 / 30	25 / 20
Antelope.	165.5	6.42	4 75 / 3 70	75 / 60	50 / 45	50 / 30
Junction.	169.4	3.90	5 00 / 3 80	1 00 / 75	75 / 60	50 / 45	25 / 15
Rocklin.	173.3	3.91	5 25 / 3 90	1 25 / 90	1 00 / 75	75 / 60	50 / 30	25 / 15
Pino.	176.4	3.04	5 50 / 4 05	1 50 / 1 05	1 25 / 90	1 00 / 70	75 / 45	50 / 30	25 / 15
Penryn.	179.3	2.88	5 75 / 4 15	1 75 / 1 15	1 50 / 1 00	1 25 / 85	1 00 / 55	75 / 40	50 / 25	25 / 10
Newcastle.	182.4	3.18	6 00 / 4 30	2 00 / 1 36	1 75 / 1 10	1 50 / 95	1 25 / 70	1 00 / 55	75 / 40	50 / 25	25 / 15
Auburn.	187.3	4.89	6 50 / 4 50	2 50 / 1 50	2 25 / 1 30	2 00 / 1 15	1 75 / 90	1 50 / 70	1 25 / 55	1 00 / 45	75 / 35	50 / 20
Clipper Gap.	194.0	6.71	7 00 / 4 90	3 00 / 1 90	2 75 / 1 70	2 50 / 1 55	2 25 / 1 30	2 00 / 1 10	1 75 / 95	1 50 / 85	1 25 / 75	1 00 / 60	50 / 40
Applegate.	197.0	2.97	7 25 / 5 10	3 25 / 2 10	3 00 / 1 90	2 75 / 1 75	2 50 / 1 50	2 25 / 1 30	2 00 / 1 15	1 75 / 1 05	1 50 / 95	1 25 / 80	75 / 60	25 / 20
N. E. Mills.	200.3	3.31	7 50 / 5 30	3 50 / 2 30	3 25 / 2 10	3 00 / 1 95	2 75 / 1 70	2 50 / 1 56	2 25 / 1 35	2 00 / 1 25	1 75 / 1 15	1 50 / 1 00	1 00 / 86	50 / 40	25 / 25
Lander.	202.4	2.08	7 70 / 5 45	3 76 / 2 45	3 45 / 2 25	3 20 / 2 10	2 95 / 1 85	2 70 / 1 65	2 45 / 1 50	2 26 / 1 40	1 95 / 1 30	1 70 / 1 15	1 20 / 95	70 / 55	45 / 35	20 / 20
Colfax.	205.4	2.98	7 75 / 5 65	3 75 / 2 65	3 50 / 2 45	3 25 / 2 30	3 00 / 2 05	2 75 / 1 85	2 50 / 1 70	2 25 / 1 60	2 00 / 1 50	1 75 / 1 35	1 45 / 1 15	95 / 70	70 / 55	45 / 35	25 / 20
Cape Horn.	209.9	4.50	8 20 / 5 90	4 20 / 2 90	3 95 / 2 70	3 70 / 2 55	3 45 / 2 30	3 20 / 2 10	2 95 / 1 95	2 70 / 1 85	2 45 / 1 75	2 20 / 1 60	1 90 / 1 40	1 40 / 95	1 15 / 80	90 / 60	70 / 50	45 / 30
Gold Run.	215.8	5.96	8 7[illegible] / 6 25	4 75 / 3 25	4 50 / 3 05	4 25 / 2 90	4 00 / 2 65	3 75 / 2 45	3 50 / 2 30	3 25 / 2 20	3 06 / 2 10	2 75 / 1 95	2 45 / 1 75	1 95 / 1 30	1 70 / 1 15	1 45 / 95	1 25 / 85	1 00 / 65	[illegible]
Dutch Flat.	21[illegible]	2.13	8 95 / 6 35	4 95 / 3 35	4 70 / 3 15	4 45 / 3 00	4 20 / 2 75	3 95 / 2 55	3 70 / 2 40	3 45 / 2 30	3 20 / 2 20	2 95 / 2 05	2 65 / 1 85	2 15 / 1 45	1 90 / 1 25	1 65 / 1 10	1 45 / 95	1 20 / 80	75 / 55	20 / 20
Alta.	219.8	1.87	9 15 / 6 50	5 15 / 3 50	4 90 / 3 30	4 65 / 3 15	4 40 / 2 90	4 15 / 2 70	3 90 / 2 55	3 65 / 2 45	3 40 / 2 35	3 15 / 2 20	2 85 / 2 00	2 35 / 1 55	2 10 / 1 40	1 85 / 1 20	1 65 / 1 10	1 40 / 90	95 / 60	40 / 25	20 / 10
Towles.	220.7	.84	9 25 / 6 55	5 25 / 3 55	5 00 / 3 35	4 75 / 3 20	4 50 / 2 95	4 25 / 2 75	4 00 / 2 60	3 75 / 2 50	3 50 / 2 40	3 25 / 2 25	2 95 / 2 05	2 45 / 1 60	2 20 / 1 45	1 95 / 1 25	1 75 / 1 15	1 50 / 95	1 05 / 65	50 / 30	30 / 20	*10
Shady Run.	224.7	4.00	9 60 / 6 80	5 60 / 3 80	5 35 / 3 60	5 10 / 3 45	4 85 / 3 20	4 60 / 3 00	4 35 / 2 85	4 10 / 2 75	3 85 / 2 65	3 60 / 2 50	3 50 / 2 30	2 80 / 1 85	2 55 / 1 70	2 30 / 1 50	2 10 / 1 40	1 85 / 1 20	1 40 / 90	85 / 55	65 / 40	45 / 30	40 / 25
China Ranch.	226.8	2.08	9 80 / 6 90	5 80 / 3 90	5 55 / 3 70	5 30 / 3 55	5 05 / 3 30	4 80 / 3 10	4 55 / 2 95	4 30 / 2 85	4 15 / 2 75	3 80 / 2 60	3 50 / 2 40	3 00 / 2 00	2 75 / 1 86	2 50 / 1 66	2 30 / 1 50	2 05 / 1 30	1 60 / 1 00	1 05 / 65	85 / 55	65 / 40	60 / 40	20 / 20
Blue Cañon.	229.4	2.64	10 05 / 7 10	6 05 / 4 10	5 80 / 3 90	5 55 / 3 75	5 30 / 3 50	5 05 / 3 30	4 80 / 3 15	4 55 / 3 05	4 30 / 2 95	4 05 / 2 80	3 75 / 2 60	3 25 / 2 15	3 00 / 2 00	2 75 / 1 80	2 55 / 1 60	2 30 / 1 50	1 85 / 1 20	1 30 / 85	1 10 / 70	96 / 60	85 / 55	45 / 30	25 / 20
Chinns.	23[illegible]	3.63	10 55 / 7 25	6 35 / 4 25	6 10 / 4 05	5 85 / 3 90	5 60 / 3 65	5 35 / 3 45	5 10 / 3 30	4 85 / 3 20	4 60 / 3 10	4 35 / 2 95	4 05 / 2 75	3 55 / 2 35	3 30 / 2 26	3 05 / 2 60	2 85 / 1 85	2 60 / 1 70	2 15 / 1 45	1 60 / 1 10	1 40 / 95	1 20 / 85	1 15 / 80	75 / 55	55 / 46	30 / 25
Emigrant Gap.	234.6	1.57	10 55 / 7 40	6 55 / 4 40	6 30 / 4 20	6 05 / 4 05	5 80 / 3 80	5 55 / 3 60	5 30 / 3 4[illegible]	5 15 / 3 35	4 80 / 3 25	4 55 / 3 10	4 25 / 2 90	3 75 / 2 45	3 50 / 2 30	3 25 / 2 10	3 05 / 2 00	2 80 / 1 80	2 35 / 1 50	1 80 / 1 15	1 60 / 1 00	1 40 / 90	1 35 / 85	95 / 60	75 / 50	50 / 35	20 / 10
Cisco.	243.1	8.56	11 40 / 7 85	7 40 / 4 85	7 15 / 4 65	6 90 / 4 50	6 65 / 4 25	6 40 / 4 05	6 15 / 3 90	5 90 / 3 80	5 65 / 3 70	5 40 / 3 55	5 10 / 3 35	4 60 / 3 00	4 35 / 2 80	4 10 / 2 60	3 90 / 2 45	3 65 / 2 30	3 26 / 2 05	2 65 / 1 70	2 45 / 1 55	2 25 / 1 45	2 20 / 1 40	1 80 / 1 15	1 60 / 1 00	1 35 / 85	1 05 / 65	85 / 55
Tamarack.	246.6	3.51	11 75 / 8 10	7 75 / 5 10	7 50 / 4 90	7 25 / 4 75	7 00 / 4 56	6 75 / 4 30	6 50 / 4 15	6 25 / 4 05	6 00 / 3 95	5 75 / 3 80	5 45 / 3 60	4 95 / 3 20	4 70 / 3 00	4 45 / 2 80	4 25 / 2 70	4 00 / 2 50	3 55 / 2 20	3 00 / 1 85	2 80 / 1 75	2 60 / 1 66	2 55 / 1 55	2 15 / 1 30	1 95 / 1 20	1 70 / 1 10	1 40 / 85	1 20 / 80	35 / 25
Cascade.	250.6	4.02	12 15 / 8 35	8 15 / 5 35	7 90 / 5 15	7 65 / 5 00	7 40 / 4 75	7 15 / 4 55	6 90 / 4 40	6 65 / 4 30	6 40 / 4 20	6 15 / 4 05	5 85 / 3 85	5 35 / 3 40	5 10 / 3 25	4 85 / 3 05	4 65 / 2 95	4 40 / 2 75	3 95 / 2 45	3 40 / 2 10	3 20 / 2 06	3 00 / 1 85	2 95 / 1 80	2 55 / 1 55	2 35 / 1 45	2 10 / 1 30	1 80 / 1 10	1 60 / 1 00	75 / 50	40 / 30
Soda Springs.	253.4	2.81	12 40 / 8 50	8 40 / 5 50	8 15 / 5 30	7 90 / 5 15	7 65 / 4 90	7 40 / 4 70	7 15 / 4 55	6 90 / 4 45	6 65 / 4 35	6 40 / 4 20	6 10 / 4 00	5 60 / 3 60	5 35 / 3 46	5 10 / 3 25	4 00 / 3 10	1 05 / 2 95	1 20 / 2 65	3 65 / 2 30	3 45 / 2 15	3 25 / 2 05	3 20 / 2 00	2 80 / 1 75	2 60 / 1 60	2 35 / 1 50	2 05 / 1 25	1 85 / 1 15	1 00 / 65	65 / 40	25 / 20
Summit.	256.4	2.96	12 70 / 8 70	8 70 / 5 70	8 45 / 5 50	8 20 / 5 35	7 95 / 5 10	7 70 / 4 90	7 45 / 4 75	7 20 / 4 65	6 95 / 4 55	6 70 / 4 40	6 40 / 4 20	5 90 / 3 80	5 65 / 3 60	5 40 / 3 40	5 20 / 3 25	1 95 / 3 10	4 50 / 2 80	3 95 / 2 45	3 75 / 2 35	3 55 / 2 20	3 50 / 2 15	3 10 / 1 90	2 90 / 1 80	2 65 / 1 60	2 35 / 1 45	2 15 / 1 30	1 30 / 85	95 / 60	55 / 35	30 / 20
Strongs.	264.2	7.79	13 45 / 9 10	9 45 / 6 10	9 20 / 5 90	8 95 / 5 75	8 70 / 5 50	8 45 / 5 30	8 20 / 5 15	7 95 / 5 05	7 70 / 4 95	7 45 / 4 80	7 15 / 4 60	6 65 / 4 25	6 40 / 4 10	6 15 / 3 85	5 95 / 3 70	5 70 / 3 55	5 25 / 3 30	4 70 / 2 95	4 50 / 2 80	4 30 / 2 70	4 25 / 2 65	3 85 / 2 40	3 65 / 2 30	3 40 / 2 10	3 10 / 1 90	2 90 / 1 80	2 05 / 1 30	1 70 / 1 10	1 30 / 85	1 05 / 65	75 / 50
Stanfords.	265.0	0.85	13 70 / 9 20	9 70 / 6 20	9 45 / 6 00	9 20 / 5 85	8 95 / 5 60	8 70 / 5 40	8 45 / 5 25	8 20 / 5 15	7 95 / 5 05	7 70 / 4 90	7 40 / 4 70	6 90 / 4 25	6 65 / 4 15	6 40 / 3 90	6 20 / 3 80	5 95 / 3 60	5 50 / 3 35	4 95 / 3 00	4 75 / 2 90	4 55 / 2 75	4 50 / 2 70	4 10 / 2 45	3 96 / 2 35	3 65 / 2 15	3 35 / 2 00	3 15 / 1 85	2 30 / 1 30	1 95 / 1 15	1 55 / 90	1 30 / 70	1 00 / 55	25 / 10
Truckee.	270.7	5.67	14 00 / 9 55	10 00 / 6 55	9 85 / 6 35	9 60 / 6 20	9 35 / 5 95	9 10 / 5 75	8 85 / 5 60	8 60 / 5 50	8 35 / 5 40	8 10 / 5 25	7 80 / 5 05	7 20 / 4 60	7 05 / 4 45	6 80 / 4 25	6 60 / 4 15	6 35 / 3 95	5 90 / 3 65	5 35 / 3 30	5 15 / 3 20	4 95 / 3 05	4 90 / 3 05	4 50 / 2 80	4 30 / 2 65	4 05 / 2 50	3 75 / 2 30	3 55 / 2 20	2 70 / 1 70	2 35 / 1 50	1 95 / 1 25	1 70 / 1 10	1 40 / 90	65 / 40	40 / 35
Proctors.	273.5	2.76	14 25 / 9 70	10 25 / 6 70	10 10 / 6 50	9 8[illegible] / 6 35	9 60 / 6 10	9 35 / 5 90	9 10 / 5 75	8 85 / 5 65	8 60 / 5 55	8 35 / 5 40	8 05 / 5 20	7 55 / 4 80	7 30 / 4 66	7 05 / 4 45	6 85 / 4 30	6 60 / 4 15	6 15 / 3 85	5 60 / 3 50	5 40 / 3 35	5 20 / 3 25	5 10 / 3 20	4 70 / 2 05	4 55 / 2 80	4 30 / 2 70	4 00 / 2 45	3 80 / 2 35	2 95 / 1 85	2 60 / 1 60	2 20 / 1 40	1 95 / 1 25	1 65 / 1 10	90 / 60	65 / 55	25 / 26
Prosser Creek.	277.6	4.10	4 50 / 9 95	10 50 / 6 95	10 35 / 6 75	10 10 / 6 60	9 85 / 6 35	9 60 / 6 15	9 35 / 6 00	9 10 / 5 90	8 85 / 5 86	8 60 / 5 65	8 30 / 5 45	7 80 / 5 05	7 55 / 4 85	7 30 / 4 70	7 10 / 4 55	6 85 / 4 40	6 40 / 4 10	5 85 / 3 70	5 65 / 3 00	5 45 / 3 50	5 40 / 3 40	5 00 / 3 20	4 80 / 3 05	4 45 / 2 95	4 25 / 2 70	4 05 / 2 60	3 20 / 2 16	2 85 / 1 85	2 45 / 1 60	2 20 / 1 50	1 90 / 1 30	1 15 / 85	90 / 80	50 / 40	25 / 25
Boca.	279.1	1.57	14 50 / 10 00	10 50 / 7 00	11 35 / 6 80	10 10 / 6 65	9 85 / 6 40	9 60 / 6 20	9 35 / 6 05	9 10 / 5 95	8 85 / 5 85	8 60 / 5 70	8 30 / 5 50	7 80 / 5 15	7 55 / 5 00	7 30 / 4 75	7 10 / 4 60	6 85 / 4 45	6 10 / 4 20	5 85 / 3 85	5 65 / 3 70	5 45 / 3 60	5 40 / 3 55	5 00 / 3 30	4 80 / 3 20	4 55 / 3 00	4 25 / 2 80	4 65 / 2 70	3 20 / 2 20	2 85 / 2 06	2 45 / 1 75	2 20 / 1 55	1 90 / 1 40	1 15 / 90	90 / 90	50 / 55	50 / 35	25 / 10
Clinton.	2[illegible].9	1.79	14 75 / 10 [illegible]	10 75 / 7 [illegible]	10 60 / 6 95	10 35 / 6 80	10 10 / 6 55	9 85 / 6 35	9 60 / 6 20	9 35 / 6 10	9 10 / 6 00	8 85 / 5 85	8 35 / 5 65	8 05 / 5 20	7 80 / 5 05	7 55 / 4 85	7 35 / 4 75	7 10 / 4 55	6 65 / 4 30	6 10 / 3 95	5 90 / 3 80	5 70 / 3 70	5 65 / 3 65	5 25 / 3 40	5 05 / 3 30	4 80 / 3 10	4 50 / 2 90	4 30 / 2 80	3 45 / 2 30	3 10 / 2 16	2 70 / 1 85	2 45 / 1 76	2 15 / 1 50	1 40 / 1 00	1 15 / 95	75 / 65	75 / 50	50 / 20	25 / 10
Cuba.	2[illegible].6	2.68	[illegible] / 10 50	11 00 / 7 30	10 85 / 7 10	10 60 / 6 95	10 35 / 6 70	10 10 / 6 50	9 85 / 6 35	9 60 / 6 25	9 35 / 6 15	9 10 / 6 00	8 80 / 5 80	8 30 / 5 40	8 05 / 5 20	7 80 / 5 05	7 60 / 4 90	7 35 / 4 75	6 90 / 4 45	6 35 / 4 10	6 15 / 3 95	5 95 / 3 85	5 90 / 3 80	5 50 / 3 55	5 30 / 3 40	5 05 / 3 30	4 75 / 3 05	4 55 / 3 00	3 70 / 2 45	3 35 / 2 20	2 95 / 2 00	2 70 / 1 85	2 50 / 1 70	1 65 / 1 20	1 40 / 1 15	1 00 / 80	1 00 / 65	75 / 40	50 / 30	25 / 20
Bron[illegible]o.	[illegible]	1.[illegible]	[illegible] / 10 40	11 25 / 7 40	11 10 / 7 20	10 85 / 7 05	10 60 / 6 80	10 35 / 6 60	10 10 / 6 45	9 85 / 6 35	9 60 / 6 25	9 35 / 6 10	9 05 / 5 90	8 55 / 5 15	8 30 / 5 30	8 05 / 5 10	7 85 / 5 00	7 60 / 4 80	7 15 / 4 50	6 60 / 4 15	6 40 / 4 00	6 20 / 3 90	6 15 / 3 90	5 75 / 3 65	5 55 / 3 55	5 30 / 3 35	5 00 / 3 10	4 80 / 3 05	5 95 / 2 60	3 60 / 2 35	3 20 / 2 10	2 95 / 1 90	2 65 / 1 75	1 90 / 1 25	1 65 / 1 20	1 25 / 90	1 25 / 70	1 00 / 50	75 / 35	50 / 25	25 / 10
Myst[illegible]	[illegible]	[illegible]	[illegible] / 10 6[illegible]	11 [illegible] / 7 6[illegible]	11 [illegible] / 7 40	11 10 / 7 25	10 85 / 7 00	10 60 / 6 80	10 35 / 6 65	10 10 / 6 55	9 85 / 6 45	9 60 / 6 30	9 30 / 6 10	8 80 / 5 70	8 55 / 5 50	8 30 / 5 35	8 10 / 5 15	7 85 / 5 00	7 40 / 4 75	6 85 / 4 40	6 65 / 4 25	6 45 / 4 15	6 40 / 4 10	6 00 / 3 85	5 80 / 3 70	5 55 / 3 55	5 25 / 3 35	5 05 / 3 25	4 20 / 2 75	3 85 / 2 50	3 45 / 2 30	3 20 / 2 10	2 90 / 1 90	2 15 / 1 50	1 90 / 1 45	1 50 / 1 10	1 50 / 90	1 25 / 65	1 00 / 60	75 / 50	50 / 30	2[illegible] / 2[illegible]
N[illegible] State [illegible]ne.	[illegible]	[illegible]	[illegible] / [illegible] 80	11 [illegible] / [illegible] 80	[illegible] / 7 6[illegible]	11 10 / 7 4[illegible]	10 85 / 7 20	10 60 / 7 00	10 3[illegible] / 6 8[illegible]	10 10 / 6 7[illegible]	9 85 / 6 65	9 60 / 6 40	9 30 / 6 30	8 80 / 5 90	8 55 / 5 70	8 30 / 5 50	8 10 / 5 35	7 85 / 5 15	7 40 / 4 90	6 85 / 4 55	6 65 / 4 45	6 45 / 4 30	6 40 / 4 25	6 00 / 4 00	5 80 / 3 90	5 55 / 3 70	5 25 / 3 55	5 05 / 3 40	4 20 / 2 95	3 85 / 2 70	3 45 / 2 45	3 20 / 2 30	2 90 / 2 10	2 15 / 1 70	1 90 / 1 60	1 50 / 1 25	1 50 / 1 10	1 25 / 85	1 00 / 80	[illegible] / 65	[illegible]	2[illegible] / [illegible]	[illegible]

Rates of Fare for Passengers. Tables of Old and New Rates. NOTE. Old Rate above the New in each square.



Rates of Fare for Passengers. Tables of Old and New Rates NOTE—Old Rate above the New in each square

No. 12.

THE BLANK FORM OF REPORT

FURNISHED TO EACH

Railroad Company in the State by the Commissioners.

THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Railroad Commissioners to each railroad company in the State, for the years ending December 31, 1882 and 1883.

[Title Page.]

Annual Report of the--------Rail----Company, to the Board of Railroad Commissioners of the State of California, for the year ending December 31, 1882.

[Fly-Leaf.]

GENERAL INSTRUCTIONS.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,
SAN FRANCISCO, ----------, 1882.

To the ---------- *Rail*-------- *Company:*

1. Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31, 1882.

These reports are to be completed and forwarded to the Board of Railroad Commissioners, at 320 Sansome Street, San Francisco.

The facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the *printed* report of the Commissioners.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of these questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

☞ Please acknowledge receipt.

By order of the Board of Railroad Commissioners.

---------- Secretary.

[Page 1.]

----------*Rail*------ *Company.*

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS:

BUSINESS ADDRESS OF THE COMPANY:

The------Rail------Company was incorporated--------, 18--, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies----------	Dates of Incorporation----------	Names of Railroad Companies----------	Dates of Incorporation----------	Names of Railroad Companies----------	Dates of Incorporation----------

NOTE.—In column 1, place the companies consolidated into the present company; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

----------*Rail*------ *Company.*

CAPITAL STOCK.

1. Capital stock authorized by charter *	$	
2. Capital stock authorized by votes of company		
3. Capital stock issued [number of shares------]; amount paid in		
4. Capital stock paid in on shares not issued [number of shares------]		
5. Total amount paid in, as per books of the company		
6. Amount of capital stock issued but not full paid		
7. Amount per share still due thereon		
8. Par value of shares issued		
9. Total number of stockholders [--------]		
10. Number of stockholders in California [--------]		
11. Amount of stock held in California		
DEBT.		
12. Funded debt as follows:		
Bonds		
Interest paid on same during year [--------]		
Certificates of indebtedness		
Interest paid on same during year [--------]		
13. Total amount of funded debt †	$	
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property	$	
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		
16. *Total gross debt liabilities*	$	
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	$	
Cash on hand		
Materials and supplies on hand		
Sinking funds		
Other securities and debt balances		
18. *Total net debt liabilities*	$	

* By original articles of incorporation. † For details, see Pages 36, 37, and 38.

[Page 3.]

----------*Rail*------ *Company.*

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	$	
20. Amount of claims against the company which for any reason have not been entered upon the books	$	
	$	

[Page 4.]

----------*Rail*------ *Company.*

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1882.	
1. Grading and masonry	$	
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passengers and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
10. ----------Branch, [original cost, $--------;] purchased for		
----------Branch, [original cost, $--------;] purchased for		
11. Total cost of construction	$	

Equipment.

	Number	To December 31, 1882. Cost.	
12. Locomotives		$	
13. Snow plows on wheels			
14. Parlor cars			
15. Sleeping cars			
16. Passenger cars			
Mail cars			
Baggage cars			
17. Freight cars			
Other cars			
18. Total for equipment		$	

[Page 5.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Give a description of the land, and in what town or city and county located. If not used in business of road so state.

	To December 31, 1882.	
----------	$----------	----
----------	----------	----

20. *Stock of other roads.*

Specifying Each.	To December 31, 1882.				
	Number of Shares.	Price Paid.			
		Per Share.		Total.	
----------	----------	$------	----	$------	----
----------	----------	----------	----	----------	----

21. *Bonds of other roads.*

Specifying Each.	To December 31, 1882.			
	Nominal Amount.		Price Paid.	
----------	$----------	----	$----------	----
----------	----------	----	----------	----

[Page 6.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED, ETC.—Continued.

22. *Other Securities.*

Specify Each.	To December 31, 1882.			
	Nominal Amount.		Price Paid.	
	$		$	

23. *Steamboat Property.*

Specify Each.	To December 31, 1882.			
	Nominal Amount.		Price Paid.	
	$		$	

[Page 7.]

----------*Rail*------ *Company.*

PROPERTY PURCHASED, ETC.—Continued.

4. *Investments in transportation lines.*

Specify Each.	To December 31, 1882.			
	Nominal Amount.		Price Paid.	
	$		$	

25. *Other property purchased.*

Specify Each.	To December 31, 1882.			
	$		$	

26. Total for property purchased, etc.	$	
27. Whole amount of permanent investments		
28. Property in California		
29. Amount of supplies and materials on hand		
30. Cash and cash assets		
31. *Total property and assets of the company*		

[Page 8.]

..... *Rail*..... *Company.*

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1882.			Received during year	Applied during year	On hand Dec. 31, 1882
Character.	Series.		Invested.	Applied.	On hand.			

[Page 9.]

Expenditures Charged to Property Account During the Year.

1. Grading and masonry	$	
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives [No.....]		
10. Snow plows on wheels [No.....]		
11. Parlor cars [No.....]		
12. Sleeping cars [No.....]		
13. Passenger, mail, and baggage cars [No.....]		
14. Freight and other cars [No.....]		
15. Purchase of other roads, specifying what		

[Page 10.]

_____ *Rail* _____ *Company.*

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

Amount brought forward from page 9	$	
16. Subscriptions or loans to other roads, specifying same		
17. Any other expenditures charged to property account, specifying same		
18. *Total*	$	
19. Property sold and credited to property account during the year, specifying same		
20. *Net addition to property account for the year*	$	

[Page 11.]

_____ *Rail* _____ *Company.*

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$	
2. Derived from passengers from and to other roads, over roads operated by this company		
3. Derived from other roads as tolls for use of passenger cars		
4. Derived from other sources belonging to passenger department		
5. Derived from express and extra baggage		
6. Derived from mails		
7. *Total earnings from passenger department*	$	
8. Derived from local freight on roads operated by this company	$	
9. Derived from other roads as tolls or for use of freight cars		
10. Derived from freight from and to other roads on joint tariff		
11. Derived from other sources belonging to freight department		
12. *Total earnings from freight department*	$	
13. Derived from rents for use of road and equipment when leased	$	
14. *Total transportation earnings*	$	
15. Earnings per mile of road operated	$	
16. Earnings per train mile (total passenger and freight)		
	$	

[Page 12.]

..... *Rail*..... *Company.*

REVENUE FOR THE YEAR—Continued.

Amount brought forward from page 11	$.....	....
17. Income derived from rent of property, other than road and equipment, specifying same	.....	....
.....	.....	....
.....	.....	....
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same	.....	....
.....	.....	....
.....	.....	....
19. *Total income derived from all sources*	$.....	....

[Page 13.]

..... *Rail*..... *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes—State and local	$.....	....
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	.....	....
.....	.....	....
.....	.....	....
3. Insurance premiums and losses by fire, and damages for fires set by engines	.....	....
4. Telegraph expenses	.....	....
5. *Total*	$.....	....
6. Proportion belonging to passenger department*	$.....	....
7. Proportion belonging to freight department*	.....	....

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 14.]

---------- *Rail*------ *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II—Maintenance of ways and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)----------	$------	----
2. Iron rails laid, deducting old rails taken up. (Number of miles----------; weight per yard------)----------	--------	----
Number of miles------; weight per yard ----------	--------	----
Number of miles------; weight per yard ----------	--------	----
3. Steel rails laid, deducting old rails taken up. (Number of miles----------; weight per yard------)----------	--------	----
Number of miles------; weight per yard ----------	--------	----
Number of miles------; weight per yard ----------	--------	----
4. New ties. (Number--------;) cost----------	--------	----
5. Repairs of bridges ----------	--------	----
6. Repairs of buildings and fixtures (stations and turntables) ----------	--------	----
7. Repairs of and additions to machine shops and machinery ----------	--------	----
8. Repairs of fences, road crossings, and signs----------	--------	----
9. Removing ice and snow----------	--------	----
10. Repairs of locomotives----------	--------	----
11. New locomotives, charged to operating expenses----------	--------	----
12. Repairs of snow plows ----------	--------	----
13. New snow plows, charged to operating expenses----------	--------	----
14. Fuel for engines and cars:		
Number of cords of wood------; cost----------	--------	----
Number of tons of coal--------; cost----------	--------	----
15. Water and water stations----------	--------	----
16. Fuel for stations and shops ----------	--------	----
17. Oil and waste ----------	--------	----
18. Switchmen, watchmen, flag and signalmen ----------	--------	----
19. *Total* ----------	$------	----
20. Proportion of same to passenger department *----------	$------	----
21. Proportion of same to freight department *----------	--------	----
----------	--------	----
----------	--------	----
22. Of the above there was expended for other than *ordinary* repairs----------	--------	----

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 15.]

---------- *Rail*-------- *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$------	----
2. New passenger, mail, and baggage cars (charged to operating expenses)	--------	----
3. Damages and gratuities, passengers	--------	----
4. Salaries, wages, and incidentals of passenger trains	--------	----
Salaries, wages, and incidentals of ferries	--------	----
5. Salaries, wages, and incidentals of passenger stations	--------	----
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	--------	----
7. Amount paid other roads for balance of mileage of passenger cars	--------	----
8. *Total*	$------	----

[Page 16.]

---------- *Rail*-------- *Company.*

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$------	----
Repairs of dump and work cars	--------	----
2. New freight cars (charged to operating expenses)	--------	----
3. Damages and gratuities, freight	--------	----
4. Salaries, wages, and incidentals of freight trains	--------	----
Salaries, wages, and incidentals of ferries	--------	----
5. Salaries, wages, and incidentals of freight stations	--------	----
6. Paid corporations or individuals not operating roads for use of freight cars	--------	----
7. Amount paid other roads for balance of mileage of freight cars	--------	----
8. *Total*	$------	----
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$------	----
10. Per train mile (total passenger and freight) [----------]	--------	----
11. Percentage of expenses to total transportation earnings [----------]	--------	----
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed	--------	----
13. *Total expenses*	$------	----

[Page 17.]

---------- *Rail* -------- *Company.*

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$------	----
2. Percentage of same to capital stock and net debt		--------	----
3. Percentage of same to total property and assets		--------	----
4. Interest accrued during the year:			
On funded debt	$----------	--------	----
On other debt	----------	--------	----
Total		--------	----
5. Dividends declared (------ per cent) for the year. Amount		--------	----
6. Date of last dividend declared	[----------]	--------	----
7. Balance for the year, or surplus (or deficit)		--------	----
8. Surplus (or deficit) at commencement of the year	[----------]	--------	----
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	[----------]	--------	----
9. Surplus (or deficit) at commencement of the year, as changed by aforesaid entries		--------	----
10. Total surplus (or deficit) December 31, 1882		--------	----
11. Paid to sinking funds, in hands of Trustees		--------	----

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. *Total earnings* from Passenger Department, as per "*Revenue for the Year,*" No. 7	$------	----
2. Per passenger train mile	--------	----
3. Expenses, proportion of "*General Traffic Expenses,*" as per Class I, No. 6	--------	----
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses,*" as per Class II, No. 20	--------	----
5. Expenses, "*Passenger Traffic,*" as per Class III, No. 8	--------	----
6. *Total expenses*	--------	----
7. Per passenger train mile	--------	----
8. *Net earnings*	--------	----
9. Per passenger train mile	--------	----

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. *Total earnings* from Freight Department, as per "*Revenue for the Year,*" No. 12	$------	----
2. Per freight train mile	--------	----
3. Expenses, proportion of "*General Traffic Expenses,*" as per Class I, No. 7	--------	----
4. Expenses, proportion of "*Maintenance of Ways and Buildings, and Movement Expenses,*" as per Class II, No. 21	--------	----
5. Expenses, "*Freight Traffic,*" as per Class IV, No. 8	--------	----
6. *Total expenses*	--------	----
7. Per freight train mile	--------	----
8. *Net earnings*	--------	----
9. Per freight train mile	--------	----

[Page 18.]

----------*Rail*------ *Company.*

General Balance Sheet at Closing Accounts, December 31, 1882.

	December 31, 1882.	
Debits.		
Cost of road	$	
Cost of equipment		
Other investments		
Supplies and materials on hand		
Sinking funds in hands of Trustees		
Cash, cash assets, and other items (specifying same)		
Profit and loss (loss, if any)		
Total	$	
Credits.		
Capital stock	$	
Funded debt		
Other debts (specifying same)		
Profit and loss (profit, if any)		
Total		

[Page 19.]

----------*Rail*------ *Company.*

Profit and Loss Account for the Year ending December 31, 1882.

	Debts.		Credits.	
	$		$	

[Page 20–23.]

_____ *Rail* _____ *Company.*

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From _____ to _____	_____
From _____ to _____	_____

[Page 24.]

_____ *Rail* _____ *Company.*

DESCRIPTION OF ROAD—Continued.

2. Length of main line of road from _____ to _____	_____
Length of main line in California _____	_____
Length of main line in other States _____	_____
3. Length of line with track laid, if road is not completed _____	_____
4. Length of double track on main line _____	_____
5. Branches owned by the company _____	_____
(Names and description of; single or double track) _____	_____
6. Total length of branches owned by the company _____	_____
7. Total length of branches owned by the company in California _____	_____
8. Total length of branches owned by the company in other States _____	_____
9. Length of double track on branches _____	_____
10. Total length of road belonging to this company _____	_____
11. Aggregate length of siding and other tracks not enumerated above _____	_____
12. Same in California _____	_____
13. Aggregate length of track belonging to this company computed as single track _____	_____
14. Same in California _____	_____
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard _____) _____	_____
16. Number of spans of bridges of twenty-five feet and upwards, in California _____	_____
Number of spans of bridges of twenty-five feet and upwards, outside State _____	_____
17. Number of iron bridges (aggregate length, _____ feet,) in California _____	_____
Number of iron bridges (aggregate length, _____ feet,) outside State _____	_____
18. Number of wooden bridges (aggregate length, _____ feet,) in California _____	_____
Number of wooden bridges (aggregate length, _____ feet,) outside State _____	_____

[Page 25.]

_____ *Rail* _____ *Company.*

DESCRIPTION OF ROAD—Continued.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.

Miles of embankment replaced by bridges or trestlework, during year, in California	
Miles of embankment replaced by bridges or trestlework, during year, outside State	
19. Number of crossings of highways at grade, in California	
Number of crossings of highways at grade, outside State	
20. Number of crossings of highways over railroad, in California	
Number of crossings of highways over railroad, outside State	
21. Number of crossings of highways under railroad, in California	
Number of crossings of highways under railroad, outside State	
22. Number of highway bridges eighteen feet above track, in California	
Number of highway bridges eighteen feet above track, outside State	
23. Number of highway bridges less than eighteen feet above track, in California	
Number of highway bridges less than eighteen feet above track, outside State	
24. Number of highway crossings at which gates or flagmen are maintained, in California	
Number of highway crossings at which gates or flagmen are maintained, outside State	
25. Number of highway crossings at which electric signals are maintained, in California	
Number of highway crossings at which electric signals are maintained, outside State	
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State	

[Page 26.]

_____ *Rail* _____ *Company.*

DESCRIPTION OF ROAD—Continued.

27. Number of railroad crossings at grade	
28. Number of railroad crossings over other roads, specifying same	
29. Number of railroad crossings under other railroads, specifying each	

[Page 27.]

---------- *Rail* ------ *Company.*

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OF CONTRACT.

30. *Names, description, and length of each.*

Name of Company.	Termini.		Length (Miles.)	Dates of Lease.		Amount of Rental.
	From—	To—		From—	To—	

[Page 28.]

---------- *Rail* ------ *Company.*

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	
32. Total length of above roads in California	
33. Total length of above roads in other States, specifying each	
34. Total miles of road operated by this company	
35. Total miles of road operated by this company in California	
36. Number of stations on all roads operated by this company	
37. Number of stations on all roads owned by this company	
38. Same in California	
39. Miles of telegraph on line of road operated by this company	
40. Miles of telegraph owned by this company	
41. Number of telegraph offices in company stations	
42. Number of telegraph stations operated by this company	
43. Number of telegraph stations operated jointly by railroad and telegraph companies	

[Page 29.]

----------*Rail*------*Company.*

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives			$
Average weight of engines in working order			
Maximum weight of engines in working order [ ]			
2. Tenders			
Average weight of tenders full of fuel and water			
Maximum weight of tenders full of fuel and water [ ]			
Average joint weight of engines and tenders			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [feet]			
4. Total length of heaviest engine and tender over all [feet]			
5. Snow plows			
6. Passenger cars			
Average weight			
Maximum weight [ ]			
7. Mail and baggage cars			
8. Eight-wheel box freight cars			
9. Four-wheel box freight cars			
10. Eight-wheel platform cars			
11. Four-wheel platform cars			
12. Other cars			
Coal and gravel			
13. Total market value			$

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	
15. Number of locomotives equipped with train brakes	
(Kind of brake)	
16. Number of cars equipped with train brakes	
(Kind of brake)	
17. Number of passenger cars with Miller platform and buffer	

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_____ *Rail* _____ *Company.*

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	
8. Total train miles run	
9. Total number of passengers carried	
Number of through passengers going east (or north)	
Number of through passengers going west (or south)	
Number of local passengers going east (or north)	
Number of local passengers going west (or south)	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
Average number of miles traveled by each local passenger	
Average number of miles traveled by each through passenger	
Average number of miles traveled by each passenger, through and local	
12. Number of tons freight carried (not including gravel)	
Number of tons freight from other States, carried	
Number of tons freight in this State, carried	
Number of tons freight produced in this State, carried	
Number of tons of each class of freight, produced in this State, carried	

[Page 31.]

_____ *Rail* _____ *Company.*

MILEAGE, TRAFFIC, ETC.—Continued.

13. Total freight mileage, or tons carried one mile	
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile to all passengers	
21. Highest rate of freight per ton per mile for any distance	
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	
Average rate of freight per ton per mile, products of this State	
Average rate of freight per ton per mile, products of other States	
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight-wheel	

[Page 32.]

----------*Rail*------ *Company.*

MILEAGE, TRAFFIC, ETC.—Concluded.

28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	
30. Number of persons regularly employed by company, including officers	
Average monthly pay of employés, other than officers	
Average monthly pay of engine drivers	
Average monthly pay of passenger conductors	
Average monthly pay of freight conductors	
Average monthly pay of baggage masters	
Average monthly pay of brakemen, flagmen, and switchmen	
Average monthly pay of section men	
Average monthly pay of mechanics in shops	
Average monthly pay of laborers	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	
2. Passengers to San Francisco (including season)	
3. Passengers from San Francisco (including season)	
4. Season ticket passengers to and from San Francisco (one round trip daily)	

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employés								
Others								
Totals								

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----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

[Page 34.]

----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 35.]

----------*Rail*------ *Company.*

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 36.]

----------*Rail*------ *Company.*

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of	Series	Date	Due	In What Money Payable.		Interest.		Authorized Amount	Total Issued.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1882
				Interest	Principal	Rate	Payable		Dec. 31, 1882	To Dec. 31, 1882	During Year	Overdue	

[Page 37.]

----------*Rail*------ *Compaay.*

12. Table A. Funded Debt—Continued.

Character of	Series	Bonds Sold During Year Ending December 31, 1882.			Bonds Redeemed During Year Ending December 31, 1882.		
		Amount of Bonds	Amount realized	Discount, or Premium	Amount	Cost	Discount, or Premium

[Page 38.]

----------*Rail*------ *Company.*

12. Table B. U. S. Government Bonds Issued to the Company.

Bonds.				Payable in Coin or Currency.		Interest.				Bonds.			Remarks.
Character of	Series	Date of	Due	Principal	Interest	When Payable	Commencing	Rate	Accrued	Amount	Proceeds of Sale	Discount	
									$--	$--	$--	$--	

[Page 39.]

----------*Rail*------ *Company.*

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of track December 31, 1882.			
			Single.		Double.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line without State	State line					
Main line within State						
Total on whole road, December 31, 1882						
Total constructed during year						
Total within the State constructed during year						
Total without the State constructed during year						

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.								
	Within State.			Without State.			Total.		
	Length in Miles	Average Weight per Mile	Total Weight (Tons)	Length in Miles	Average Weight per Mile	Total Weight (Tons)	Length in Miles	Average Weight per Mile	Total Weight (Tons)
Length of iron rail									
Length of steel rail									

Total length of iron rail laid during the year

Total length of steel rail laid during the year

Total length of iron rail replaced by steel rail during the year

Of the iron rail, the length of rerolled iron was

[Page 39—Continued.]

----------*Rail*------ *Company.*

(Single and Double) Owned by the Company.

Length of Track December 31, 1882.

Length of Roadway—Single and Double Track.			Reduced to Single Track.						
			Track.		Sidings.		Track and Sidings.		
Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
							(b)	(c)	

December 31, 1882.

Within State.			Without State.			Total.		
Length in Miles	Average Weight per Mile	Total Weight (Tons)	Length in Miles	Average Weight per Mile	Total Weight (Tons)	Length in Miles	Average Weight per Mile	Total Weight (Tons)

[Page 40.]

----------*Rail*------*Company.*

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.			Total amount of Bonds or Cash	Disposed of.			Interest Accrued to Company.		Amount held by Company as an investment	Remarks
Character of	Date	Due	By whom	When	Rate		Amount of Bonds	Cash realized	Discount	Dec. 31, 1882	During year		

[Page 41.]

----------*Rail*------ *Company.*

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
						$-- --	$-- --
						-- --	-- --
						$-- --	$-- --

Lands or Property, Including Right of Way donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land Granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.	Estimated Value.		Proceeds, if Sold.	
		$--------	------	$--------	------
		--------	------	--------	------
		$--------	------	$--------	------

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Character of—	Date When—		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By Whom Payable.
----------	-------	-------	$-------	------	$-------	----------
----------	-------	-------	----------	------	----------	----------

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[Page 42.]

----------*Rail*------ *Company.*

Table F. Sales of Lands Granted by United States Government.

Total Sales and Accrued Interest, in Currency and Coin.

		Acres Sold	Average Price		Amount.					
					Principal.		Interest Accrued.		Total.	
Lands ----------	Prior to Dec. 31, 1882.	------	$------	----	$------	----	$------	----	$------	----
----------		------	-------	----	-------	----	-------	----	-------	----
----------		------	-------	----	-------	----	-------	----	-------	----
Timber and stumpage----		------	-------	----	-------	----	-------	----	-------	----
Total to December 31, 1882------		------	$------	----	$------	----	$------	----	$------	----
During the year ----------		------	$------	----	$------	----	$------	----	$------	----

Amounts Paid and Due on Sales above stated—Currency and Coin.

	Amount Due.						Amount Paid.					
	Principal.		Accrued Interest.		Total.		Principal.		Interest.		Total.	
To December 31, 1882 ---	$----	----	$----	----	$----	----	$----	----	$----	----	$----	----
----------	------	----	------	----	------	----	------	----	------	----	------	----
----------	------	----	------	----	------	----	------	----	------	----	------	----
During year----------	$----	----	------	----	$----	----	$----	----	$----	----	$----	----

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Received in Currency		Discount on same		Coin.						
					Currency Reduced to Coin.		Coin.		Less Expenses.		Net Coin Receipts.
To December 31, 1882----	$----	----	$----	----	$----	----	$----	----	$----	----	$--------
During year----------	$----	----	$----	----	$----	----	$----	----	$----	----	$--------

Application of Amount placed in hands of Trustees for Redemption of Bonds (to be stated in Coin).

	Bonds Redeemed.			Total Received by Trustees	Balance on Hand	Discount or Premium on Bonds Redeemed
	Number.	Amount.	Cost.			
To December 31, 1882		$	$	$	$	$
During year						
Total				b		
Cash from sales not placed in hands of Trustees				c		
Total net receipts as above stated (a)=(b+c)				$		

Patents received to December 31, 1882—number of acres [ ]
Number of purchasers to December 31, 1882 [ ]
Average number of acres sold to each [ ]

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STATE OF CALIFORNIA, }
County of ____ } ss.

_____, President of the _____ Company, and _____ of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing _____ sheets, _____, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 188__.

_____

_____

Subscribed and sworn to before me, this _____ day of _____, 188__.

_____

_____

REPORTS

OF

Railroad Companies for the Year 1882.

REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR YEAR ENDING DECEMBER 31, 1882.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
C. P. Huntington, Vice-President	New York
W. V. Huntington, Secretary	San Francisco
George Crocker, Treasurer	San Francisco
Charles Crocker	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets ..... San Francisco

The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter		$675,000 00
2. Capital stock authorized by votes of company		675,000 00
3. Capital stock issued [number of shares ——]; amount paid in		675,000 00
5. Total amount paid in, as per books of the company		675,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	12	
10. Number of stockholders in California	11	
11. Amount of stock held in California		648,400 00

DEBT.

12. Funded debt as follows:	
Interest paid on same during year	$40,500 00
13. Total amount of funded debt	$675,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	$20,790 00
16. Total gross debt liabilities	$695,790 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	$14,821 87
18. Total net debt liabilities	$680,968 13

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

9. Engineering	$1,361,817 38

Expenditures Charged to Property Account During the Year.

1. Grading	$2,507 81
2. Bridging	2,924 41
4. Land:	
Fences	145 97
8. Engineering, agencies, salaries, and other expenses during construction:	
Cattle guards	240 71
20. Net addition to property account for the year 1882	$5,818 90

Revenue for the Year.

(See report of Central Pacific Railroad Company, lessees.)

13. Derived from rents for use of road and equipment when leased	$42,000 00
Less general expense	38 00
14. Total transportation earnings	$41,962 00

Net Income, Dividends, Etc.

1. Total net income		$41,962 00
2. Percentage of same to capital stock and net debt	$3\frac{1}{10}$	
3. Percentage of same to total property and assets	3	
4. Interest accrued during the year:		
On funded debt		40,500 00
6. Date of last dividend declared		None
7. Balance for the year, or surplus		1,462 00
8. Surplus at commencement of the year	$4,387 25	
9. Surplus at commencement of the year, as changed by aforesaid entries		4,387 25
10. Total surplus, December 31, 1882		$5,849 25

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Included in lessee's report.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$1,361,817 38
Cash, cash assets, and other items	14,821 87
Total	$1,376,639 25

Credits.

Capital stock	$675,000 00
Funded debt	675,000 00
Other debts	20,790 00
Profit and loss (profit)	5,849 25
Total	$1,376,639 25

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Rental		$42,000 00
General expenses	$38 00	
Interest	40,500 00	
Profits	1,462 00	
	$42,000 00	$42,000 00

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Galt to Ione	December 4, 1876
2. Length of main line of road from Galt to Ione	27.2000
Length of main line in California	27.2000
3. Length of line with track laid, if road is not completed	Completed
5. Branches owned by the company	None
10. Total length of road belonging to this company	27.2000
11. Aggregate length of siding and other tracks not enumerated above	2.3420
12. Same in California	2.3420
13. Aggregate length of track belonging to this company computed as single track	29.5420
14. Same in California	29.5420
16. Number of spans of bridges of twenty-five feet and upwards, in California	3
18. Number of wooden bridges (aggregate length, 2,057 feet), in California	41
19. Number of crossings of highways at grade, in California	16
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	16
36. Number of stations on all roads operated by this company	4
39. Miles of telegraph on line of road operated by this company	27
41. Number of telegraph offices in company stations	1

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of	Date	Due	In what Money Payable.		Interest.		Authorized Amount
			Interest	Principal	Rate	Payable	
1st Mortgage.	Jan. 1, 1877.	Jan. 1, 1907.	Gold.	Gold.	6	Jan. & July.	$675,000

Total Issued to December 31, 1882.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1882.
$675,000	$40,500	$675,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Galt	Ione	27.2000	27.2000	27.2000	27.2000	2.3420	(b) 29.5420	29.5420
Total on whole road, December 31, 1882			27.2000	27.2000	27.2000	27.2000	2.3420	29.5420	29.5420

The length of rail is double the length of single track, column (b) above.	December 31, 1882.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	59.0840	44	2599.6960	59.0840	44	2599.6960

State of California,
City and County of San Francisco. } ss.

—— ——, President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

BERKELEY BRANCH RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
C. P. Huntington, Vice-President	New York
George Crocker, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco
Timothy Hopkins	San Francisco

Business Address of the Company.

Corner Fourth and Townsend Streets ..... San Francisco

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

Capital Stock.

1. Capital stock authorized by charter		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in		100,000 00
5. Total amount paid in, as per books of the company		100,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		76,800 00

Debt.

12. Funded debt as follows:		
Bonds		$100,000 00
Interest paid on same during year	$6,000	
13. Total amount of funded debt		$100,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		10,403 26
16. Total gross debt liabilities		$110,403 26
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds		$4,000 00
18. Total net debt liabilities		$106,403 26

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

11. Total cost of construction	$212,167 15

32. Sinking and Contingent Funds.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Total to December 31, 1882.
Character.	Invested.
First mortgage	$4,000

Expenditures Charged to Property Account During the Year.

1. Grading	$4,363 75
5. Passenger and freight stations: Woodsheds and water stations	428 40
18. Total	$4,792 15
20. Net addition to property account for the year	$4,792 15

Revenue for the Year.

13. Derived from rents for use of road and equipment when leased	$9,216 00
Less general expense	5 50
Net earnings	$9,210 50
18. Income derived from all other sources	120 00
19. Total income derived from all sources	$9,330 50

Net Income, Dividends, Etc.

1. Total net income		$9,330 50
2. Percentage of same to capital stock and net debt	$4\frac{53}{100}$	
3. Percentage of same to total property and assets	$4\frac{31}{100}$	
4. Interest accrued during the year: On funded debt		$6,000 00
7. Balance for the year, or surplus		3,330 50
8. Surplus at commencement of the year	$2,553 39	
9. Surplus at commencement of the year, as changed by aforesaid entries		2,553 39
10. Total surplus December 31, 1882		5,883 89
11. Paid to sinking funds in hands of Trustees		2,000 00

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Reported by lessees.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Reported by lessees.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$212,167 15
Sinking fund in hands of Trustees	4,120 00
Total	$216,287 15

Credits.

Capital stock	$100,000 00
Funded debt	100,000 00
Other debts	10,403 26
Profit and loss (profit)	5,883 89
Total	$216,287 15

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
Rent		$9,216 00
Interest	$6,000 00	
General expenses	5 50	
Profit	3,210 50	
Totals	$9,216 00	$9,216 00

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1876
From Berkeley to Berryman's	July 1, 1878

2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
3. Length of line with track laid, if road is not complete	Complete
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.4062
12. Same in California	0.4062
13. Aggregate length of track belonging to this company computed as single track	4.2425
14. Same in California	4.2425
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard)	6.3592
18. Number of wooden bridges (aggregate length, 47 feet) in California	1
20. Number of crossings of highways over railroad, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11

ROADS BELONGING TO OTHER COMPANIES, ETC.

36. Number of stations on all roads operated by this company	2

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. & July

Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest during year.	Amount of Bonds Outstanding Dec. 31, 1882.
$100,000	$100,000	$6,000	$100,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Shell Mound	Berryman's	0.8599	2.9764	0.8599	2.9764	3.3363	0.8599	2.9764	0.2030	0.2030	(b) 1.0629	(c) 3.1796	4.2425
Total on whole road, December 31, 1882			0.8599	2.9764	0.8599	2.9764	3.8363	0.8599	2.9764	0.2030	0.2030	1.0629	3.1796	4.2425

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rails	2.1258	44	93.5352	2.1258	44	93.5352
Length of steel rails	6.3592	39.2857	249.8256	6.3592	39.2857	249.8256

State of California,
City and County of San Francisco. } ss.

——, President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me this ninth day of June, 1883.

CHAS. J. TORBERT,
Notary Public for the City and County of San Francisco, Cal.

CALIFORNIA NORTHERN RAILROAD COMPANY.

Names and Residences of Officers and Directors.

N. Luning	San Francisco, California
N. D. Rideout	Marysville, California
Andrew J. Binney, General Manager	Marysville, California

Business Address of the Company.

California Northern Railroad ..... Marysville, Yuba County, California

Cost of Road, Equipment, and Property—Road and Branches.

Purchased at Commissioner's mortgage foreclosure sale, January 22; cost	$40,000

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$11,700 36
2. Derived from passengers from and to other roads, over roads operated by this company	5,648 86
5. Derived from express and extra baggage	1,816 85
6. Derived from mails	1,328 12
7. Total earnings from passenger department	$20,494 19
8. Derived from local freight on roads operated by this company	$20,688 00
12. Total earnings from freight department	$20,688 00
14. Total transportation earnings	$41,182 19
15. Earnings per mile of road operated	$1,554 04
16. Earnings per train mile (total passenger and freight)	2 12.8

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$2,205 23
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	3,329 44
3. Insurance premiums and losses by fire, and damages for fires set by engines	No insurance
5. Total	$5,534 67
6. Proportion belonging to passenger department 7. Proportion belonging to freight department	Perhaps equal

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$3,749 59
4. New ties (number ------); cost	907 49
5. Repairs of bridges	1,547 54
6. Repairs of buildings and fixtures (stations and turntables)	512 46
10. Repairs of locomotives	1,097 38
14. Fuel for engines and cars: Number of cords of wood ------; cost	2,976 42
19. Total	$16,325 55

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$244 82
4. Salaries, wages, and incidentals of passenger trains	Run only mixed trains.
8. Total	$16,570 37

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$769 85
3. Damages and gratuities, freight	4 00
4. Salaries, wages, and incidentals of freight and passenger trains	4,101 61
5. Salaries, wages, and incidentals of freight and passenger stations	4,118 25
Total	$25,564 08

11. Percentage of expenses to total transportation earnings ---------- $62\frac{7}{10}$

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$15,618 11

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

9. Per passenger train mile ---------- Run only mixed trains

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road, including all appurtenances	$40,000 00

DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville	26½ miles
10. Total length of road belonging to this company	26½ miles
11. Aggregate length of siding and other tracks not enumerated above	½ mile
16. Number of spans of bridges of twenty-five feet and upwards, in California	1
18. Number of wooden bridges (aggregate length —— feet), in California	24

ROLLING STOCK.

	Number.
1. Locomotives	2
2. Tenders	2
6. Passenger cars	2
7. Mail and baggage cars	1
8. Eight-wheel box freight cars	5
10. Eight-wheel platform cars	6
12. Other cars; hand cars	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	19,345
2. Rate of speed of mixed passenger trains, including stops	20 miles per hour
15. Highest rate of fare per mile for any distance (excluding one mile)	7.54 cents
16. Lowest rate of fare per mile for any distance (single fare)	7.54 cents

21. Highest rate of freight per ton per mile for any distance (first class)	11.32 cents
22. Lowest rate of freight per ton per mile for any distance	3.02 cents
30. Number of persons regularly employed by company, including officers	18
Average monthly pay of engine drivers	$90 00
Average monthly pay of passenger conductors	60 00
Average monthly pay of baggage masters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	40 00
Average monthly pay of laborers	40 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS.

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.	
	Within the State.	
	Length in Miles.	Average Weight per Mile.
Length of iron rail	53	70.71 tons

STATE OF CALIFORNIA, County of Yuba. } ss.

Andrew J. Binney, General Manager California Northern Railroad, and ——, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officer of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

ANDREW J. BINNEY.

Subscribed and sworn to before me, this twenty-third day of May, 1883.

GEORGE R. ECKART,
Notary Public in and for Yuba County, California.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS.

R. P. Hammond, President	San Francisco
George Crocker, Vice-President	San Francisco
J. L. Willcutt, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco
J. O'B. Gunn	San Francisco
N. T. Smith	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets ..... San Francisco

The California Pacific Railroad Company was incorporated December 23, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad	Jan. 6, 1865	San Francisco and Marysville Railroad	October 26, 1857
		Sacramento and San Francisco Railroad	December 2, 1864
California Pacific Railroad Extension Company	April 5, 1869	Napa Valley Railroad by purchase	March 2, 1864

Capital Stock.

1. Capital stock authorized by charter		$12,000,000 00
2. Capital stock authorized by votes of company		12,000,000 00
3. Capital stock issued [number of shares]; amount paid in		12,000,000 00
5. Total amount paid in, as per books of the company		12,000,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	130	
10. Number of stockholders in California	37	
11. Amount of stock held in California		7,652,400 00

Debt.

12. Funded debt as follows:		
Bonds		$6,851,000 00
Interest paid on same during year	$395,968 71	
13. Total amount of funded debt		$6,851,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,356,838 88
All other debts, current credit balances, etc.		
16. Total gross debt liabilities		8,207,838 88
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		$376,884 49
18. Total net debt liabilities		$7,830,954 39

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$18,342,572 36
2. Bridging	
3. Superstructure, including rails	
4. Land and right of way, $5,169 70; $41,234 08	46,403 78
Land damages	53,305 63
Fences	108,965 27
5. Buildings and stations	93,082 35
6. Tools	14,319 82
7. Furniture	6,200 32
9. Engineering:	
Wharves	121,857 66
11. Total cost of construction	$18,786,711 19

Equipment.

	Number.	To December 31, 1882. Cost.
12. Locomotives	12	$138,443 26
16. Passenger cars	16	256,570 62
Baggage cars	6	
17. Freight cars	189	
Other cars	1	
18. Total for equipment	------	$395,013 88

23. Steamboat property:		
Steamer New World	Cost net	$315,909 91
Steamer Moulton		
Steamer Vallejo		
Barge Napa		

NOTE.—This fleet has been either sold, condemned, or broken up. This sum represents the actual loss to the company, for the property is out of sight and valueless.

26. Total for property purchased, etc. (capital represented in old fleet)	$315,909 91
27. Whole amount of permanent investments	19,181,721 07
30. Cash and cash assets	333,323 41
31. Total property and assets of the company	$19,830,954 39

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	Including new sidings	$2,331 43
2. Bridging		
18. Total		$2,331 43
19. Property sold and credited to property account during the year:		
Washington Hotel	$250 00	
Bridge material sold	400 00	
		650 00
20. Net addition to property account for the year		$1,681 43

REVENUE FOR THE YEAR.

(Traffic and operating expenses included in lessee's report.)

13. Derived from rents for use of road and equipment when leased		$600,000 00
Miscellaneous expenses	$1,502 40	
Repairs washouts	9,190 83	
		10,693 23
		$589,306 77

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$589,306 77
2. Percentage of same to capital stock and net debt	2.95	
3. Percentage of same to total property and assets	2.97	
4. Interest accrued during the year:		
On funded debt	$395,968 71	
On other debt	88,975 17	
		484,943 88
6. Date of last dividend declared		None
7. Balance for the year, or surplus		104,362 89
8. Deficit at commencement of the year	$481,247 38	
9. Deficit at commencement of the year, as changed by aforesaid entries		481,247 38
10. Total deficit, December 31, 1882		376,884 49

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See Central Pacific Railroad reports.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road and steamer	$18,786,707 19 315,909 91	$19,102,617 10
Cost of equipment		395,013 88
Cash, cash assets, and other items		333,323 41
Profit and loss (loss)		376,884 49
Total		$20,207,838 88

Credits.

Capital stock	$12,000,000 00
Funded debt	6,851,000 00
Other debts	1,356,838 88
Total	$20,207,838 88

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
Rental		$600,000 00
Interest	$484,943 88	
Repairs washouts	9,190 83	
General or miscellaneous expense	1,502 40	
	104,362 89	
	$600,000 00	$600,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Vallejo to Sacramento	At sundry dates in years 1868 and 1869, while in hands of contractors, who turned the road over to the railroad company January, 1870, who have no record showing the details of the various openings for traffic purposes.
From Napa Junction to Calistoga	
From Davisville to Marysville	
2. Length of main line of road from Vallejo to Sacramento	60.3900
Length of main line in California	60.3900
3. Length of line with track laid, if road is not completed	Completed
5. Branches owned by the company	Two
Napa Branch, Adalanta to Calistoga (single track)	34.4800
Marysville Branch, Davis to Knight's Landing (single track)	18.6400
6. Total length of branches owned by the company	53.1200
7. Total length of branches owned by the company in California	53.1200
10. Total length of road belonging to this company	113.5700
11. Aggregate length of siding and other tracks not enumerated above	24.0229
12. Same in California	24.0229
13. Aggregate length of track belonging to this company computed as single track	137.5329
14. Same in California	137.5329
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight, per yard, fifty and sixty pounds):	
Steel rail, fifty pounds per yard, 88.5858 miles	44.2929
Steel rail, sixty pounds per yard, 4.9886 miles	2.4943
16. Number of spans of bridges of twenty-five feet and upwards, in California	23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California	205
19. Number of crossings of highways at grade, in California	98
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	1
22. Number of highway bridges eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	98
27. Number of railroad crossings at grade	1
Central Pacific Railroad, at Sacramento.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other roads	None
36. Number of stations on all roads operated by this company	33
40. Miles of telegraph owned by this company	None
42. Number of telegraph stations operated by this company	14

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives	12		
Average weight of engines in working order		59,367	
Maximum weight of engines in working order [61,200]			
2. Tenders	12		$138,443 26
Average weight of tenders full of fuel and water		32,750	
Maximum weight of tenders full of fuel and water [41,000]			
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41 10/12 feet]			
4. Total length of heaviest engine and tender over all [51 feet]			
6. Passenger cars	16		
Average weight		39,275	
Maximum weight [45,000]			
7. Mail and baggage cars	6	31,250	256,570 62
8. Eight-wheel box freight cars	37	17,300	
10. Eight-wheel platform cars	152	13,500	
12. Other cars (caboose)	1	18,600	
13. Total market value			$395,013 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels 189
15. Number of locomotives equipped with train brakes 5
    Kind of brake Westinghouse air brake
16. Number of cars equipped with train brakes 22
    Kind of brake Westinghouse air brake
17. Number of passenger cars with Miller platform and buffer 16

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.		Authorized Amount.	Total Issued.	Accrued Interest.	Amount of Bonds Outstanding December 31, 1882.
				Interest.	Principal.	Rate.	Payable.		December 31, 1882.	During Year.	
First mortgage	------	Jan. 1, 1867	Jan., 1887	Gold	Gold	7	Jan. and July	$2,250,000	$2,250,000	$157,500	$2,250,000
Extension Company	------	May 1, 1869	July, 1889	Gold	Gold	7	Jan. and July	3,500,000	3,500,000	----------	8,000
Second mortgage	------	Aug. 9, 1871	Jan., 1891	Gold	Gold	6	Jan. and July	1,600,000	1,600,000	96,000	1,600,000
Third mortgage	A	July 1, 1875	July, 1905	Gold	Gold	6	Jan. and July	2,000,000	1,993,000	120,000	1,993,000
Third mortgage	B	July 1, 1875	July, 1905	Gold	Gold	3	Jan. and July	1,000,000	1,000,000	30,000	1,000,000
										$403,500	$6,851,000

Interest ceased on these January 1, 1874.

☞Interest on the unissued $7,000 of these bonds is accumulating, to be paid to the holders of the $8,000 outstanding Extension Company bonds, when they shall send them in to exchange for Third Mortgage bonds of series "A." The interest is consequently charged up each half year.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

			Length of Track December 31, 1882.										
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.					
								Track.		Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron. (b)	Steel. (c)	Iron and Steel.
Main line within State	Vallejo	Sacramento	13.6576	46.7334	13.6576	46.7384	60.3900	13.6676	46.7384	16.8633	30.5749	46.7384	77.2533
Napa Branch	Adalante	Calistoga	34.4312	0.0488	34.4312	0.0488	34.4800	34.4312	0.0488	3.4369	37.8681	0.0488	37.9169
Marysville Branch	Davis	Knights L'ndg	18.6400	--------	18.6400	--------	18.6400	18.6400	--------	3.7227	22.3627	--------	22.3627
Total on whole road December 31, 1882			66.2228	46.7872	16.7228	46.7872	43.5700	66.7228	46.7872	24.0229	90.7457	46.7872	137.5329
Total constructed during year			--------	--------	--------	--------	--------	--------	--------	0.1192	0.1192	--------	0.1192
Total within the State constructed during year			--------	--------	--------	--------	--------	--------	--------	0.1192	0.1192	--------	0.1192

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882—Within the State.			December 31, 1882—Within the State.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	181.4914	40.	7259.6560	181.4914	40.	7259.6560
Length of steel rail	93.5744	39.7067	3715.5306	93.5744	39.7067	3715.5306
Total length of iron rail laid during the year in construction of sidings	0.2384	40.	9.5360	0.2384	40.	9.5360
Total length of steel rail laid during the year, replacing old iron in main track	0.4814	39.7067	19.1148	0.4814	39.7067	19.1148

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were paid to the contractors who built the road, as stipulated in the written contract. This company has not kept any record of such grant or donations, and has no information whereby entries can now be made in the books.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of way was donated, but details cannot be given.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

—— ——, President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Thomas Nickerson, President	Boston, Massachusetts
Thomas L. Rogers, Vice-President	Boston, Massachusetts
S. W. Reynolds, Treasurer and Assistant Secretary	Boston, Massachusetts
J. H. Goodspeed, Auditor	Boston, Massachusetts
J. N. Victor, Superintendent	National City, California
Frank H. Patee, Secretary	National City, California
Henry E. Cooper, Attorney	National City, California
Moses A. Luce	National City California
Frank A. Kimball	National City, California

BUSINESS ADDRESS OF THE COMPANY.

California Southern Railroad Company ---------- National City, California

The California Southern Railroad Company was incorporated December 28, 1881, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
California Southern Railroad Company	October 12, 1880
California Southern Railroad Extension	May 23, 1881

Capital Stock.

1. Capital stock authorized by charter		$4,400,000 00
2. Capital stock authorized by votes of company		4,400,000 00
3. Capital stock issued [number of shares, 27,840]; amount paid in		2,784,000 00
5. Total amount paid in, as per books of the company		2,784,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	235	
10. Number of stockholders in California	3	
11. Amount of stock held in California		600

Debt.

12. Funded debt as follows:		
Bonds, first mortgage, six per cent bonds, due in 1922		$2,784,000 00
Interest paid on same during the year	$616 50	
13. Total amount of funded debt		$2,784,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$191,548 24
15. Total amount of unfunded debt		$191,548 24
16. Total gross debt liabilities		$2,975,548 24
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		$72,850 60
Materials and supplies on hand		300,309 92
Other securities and debt balances		46,497 79
18. Total net debt liabilities		$2,555,889 93

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

		To December 31, 1882.
1. Grading and masonry		$740,957 48
2. Bridging		201,757 55
3. Superstructure, including rails		1,130,552 64
4. Land		28,881 07
Land damages	$26,577 56	
Fences	2,203 51	
5. Passenger and freight stations, and water stations		31,959 90
6. Engine houses, car sheds, and turntables		13,716 13
7. Machine shops, including machinery and tools		47,040 82
8. Interest, including discount in securities issued		3,383,336 39
9. Engineering		106,892 81
Agencies, salaries, and other expenses during construction		91,821 02
Telegraph		15,501 58
Wharves and storehouses		25,144 40

Equipment.

	Number	To December 31, 1882. Cost.
12. Locomotives (three not set up)	13	$162,292 46
16. Passenger cars (four in process of construction)	11	47,991 64
17. Freight cars	22	143,857 95
Other cars	18	6,101 67
18. Total for equipment	----	$360,243 72

Property Purchased, Etc.

22. *Other Securities.*

Specify Each.	To December 31, 1882.	
	Nominal Amount.	Price Paid.
San Diego Land and Town Company Stock	$9,600 00	*

* Donated to the company and taken into the accounts at par value.

23. *Steamboat Property.*

Specify Each.	To December 31, 1882.	
	Nominal Amount.	Price Paid.
Two steam tugs and four lighters	$21,164 32	$27,409 95

26. Total for property purchased, etc.		$30,764 32
27. Whole amount of permanent investments		6,208,569 83
28. Property in California	$6,198,969 83	
29. Amount of supplies and materials on hand		300,309 92
30. Cash and cash assets		119,348 39
31. Total property and assets of the company		$6,628,228 14

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$121,929 61
2. Bridging		75,110 57
3. Superstructure, including rails		675,970 25
4. Land	$11,541 41	12,585 65
Land damages	1,044 24	
Fences		10,269 95
5. Passenger and freight stations		4,765 20
Woodsheds and water stations		6,348 01
6. Engine houses, car sheds, and turntables		31,514 12
7. Machine shops		3,431,956 76
8. Engineering, agencies, salaries, and other expenses during construction, including interest paid and discount issued		8,601 80
Telegraph		2,129 72
Wharves and storehouses		90,538 05
9. Locomotives	[7]	47,991 64
13. Passenger, mail, and baggage cars	[11]	91,493 80
14. Freight and other cars	[135]	
18. Total		$4,611,205 13
19. Property sold and credited to property account during the year:		
Fixtures removed from wharves and charged to other departments	$4,028 30	
Depreciation on tugs and lighters, charged in as part of construction	2,244 43	
Work performed in hotel at National City, represented by the San Diego Land and Town Company	230 97	
San Diego Land and Town Company stock, issued to the stockholders of this company	301,400 00	307,903 70
20. Net addition to property account for the year		$4,303,301 43

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$23,554 37
5. Derived from express and extra baggage	359 65
6. Derived from mails	3,302 19
7. Total earnings from passenger department	$27,216 21
8. Derived from local freight on roads operated by this company	$23,495 43
11. Derived from other sources belonging to freight department	406 25
12. Total earnings from freight department	$23,961 68
14. Total transportation earnings	$51,177 89
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.); profit in custom work done at the shops	$503 39
19. Total income derived from all sources	$51,681 28

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	$8,110 58
3. Insurance premiums and losses by fire, and damages for fires set by engines	61 53
4. Telegraph expenses	1,278 45
5. Total	$9,450 56
6. Proportion belonging to passenger department	$5,025 77
7. Proportion belonging to freight department	4,424 79

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$6,759 37
3. Steel rails laid, deducting old rails taken up. (Number of miles, 2)	31 69
4. New ties (number, 21;) cost	14 70
5. Repairs of bridges	706 89
6. Repairs of buildings and fixtures (stations and turntables)	32 10
7. Repairs of and additions to machine shops and machinery	900 23
8. Repairs of fences, road crossings, and signs	62 95
11. New locomotives, charged to operating expenses	1,790 97
14. Fuel for engines and cars:	
Number of cords of wood, 826¼; cost	4,131 72
Number of tons of coal, 286; cost	2,216 30
15. Water and water stations	940 06
17. Oil and waste	551 81
19. Total	$18,138 79
20. Proportion of same to passenger department	$9,646 15
21. Proportion of same to freight department	8,492 64

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$229 18
4. Salaries, wages, and incidentals of passenger trains	5,131 85
5. Salaries, wages, and incidentals of passenger stations	936 32
8. Total	$6,346 85

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$207 69
Repairs of dump and work cars	11 25
3. Damages and gratuities, freight	46 75
4. Salaries, wages, and incidentals of freight trains	4,561 77
5. Salaries, wages, and incidentals of freight stations	824 36
8. Total	$5,651 82

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$39,588 02
11. Percentage of expenses to total transportation earnings 77	
13. Total expenses	$39,588 02

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$12,093 26
4. Interest accrued during the year:	
On funded debt	Ch'd to constr'ct'n 12,093 26
7. Balance for the year, or surplus	12,093 26
10. Total surplus December 31, 1882	

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$27,216 21
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	5,025 77
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	9,646 15
5. Expenses, "Passenger Traffic," as per Class III, No. 8	6,346 85
6. Total expenses	21,018 77
8. Net earnings	6,197 44

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$23,961 68
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	4,424 79
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	8,492 64
5. Expenses, "Freight Traffic," as per Class IV, No. 8	5,651 82
6. Total expenses	18,569 25
8. Net earnings	5,392 43

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

		December 31, 1882.
Debits.		
Cost of road		$5,817,561 79
Cost of equipment		360,243 72
Other investments		30,764 32
Supplies and materials on hand		300,309 92
Cash, cash assets, and other items:		
Cash	$72,850 60	
Debit balance	46,497 79	119,348 39
Total		$6,628,228 14
Credits.		
Capital stock		$2,784,000 00
Funded debt		2,784,000 00
Other debts:		
Notes payable	$75,000 00	
Coupons payable January 1, 1883	84,510 00	
Unpaid vouchers	32,038 24	191,548 24
Due subscribers to capital stock and bonds		115,600 00
Profit and loss, profit (including subsidy account of $740,400)		753,079 90
Total		$6,628,228 14

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
By balance December 31, 1881		$312,367 81
Subsidy from the San Diego Land and Town Company		429,400 00
Net earnings for 1881		12,093 26
Insurance adjusted in 1881, credited to interest account in construction	$1,367 81	
Balance December 31, 1882	753,079 90	
	$754,447 71	$754,447 71

Description of Road.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook	January 2, 1882
From National City to Temneula	March 27, 1882
From National City to 105 mile siding	April 24, 1882
From National City to 109 mile siding	July 10, 1882
From National City to 116 mile siding	July 28, 1882
From National City to Riverside	August 12, 1882
From National City to Colton	August 21, 1882

2. Length of main line of road from National City to Colton	126.860
Length of main line in California	126.860
3. Length of line with track laid, if road is not completed	126.860
10. Total length of road belonging to this company	126.860
11. Aggregate length of siding and other tracks not enumerated above	6.580
12. Same in California	6.580
13. Aggregate length of track belonging to this company computed as single track	133.440
14. Same in California	133.440
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds) 263,060 single rails	131.530
18. Number of wooden bridges (aggregate length, 13,961 feet) in California	111
19. Number of crossings of highways at grade, in California	42
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	42

Rolling Stock.

	Number.	Average Weight.
1. Locomotives	13	
Average weight of engines in working order		61,120
2. Tenders:		
Average weight of tenders full of fuel and water		37,405
Maximum weight of tenders full of fuel and water [56,900 lbs.]		
Average joint weight of engines and tenders		98,525
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [45 feet 10 inches.]		
4. Total length of heaviest engine and tender over all [55 feet.]		
6. Passenger cars	11	
Average weight		34,755
Maximum weight [35,110 lbs.]		
8. Eight-wheel box freight cars	30	20,500
10. Eight-wheel platform cars	182	17,600
12. Other cars	18	

14. Total number freight cars, including coal, etc., on a basis of eight wheels	212
17. Number of passenger cars with Miller platform and buffer	11

Mileage, Traffic, Etc.

9. Total number of passengers carried	9,087
Number of local passengers going east (or north)	4,567
Number of local passengers going west (or south)	4,520
10. Total passenger mileage, or passengers carried one mile	554,269
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger	61
13. Total freight mileage, or tons carried one mile	541,474
15. Highest rate of fare per mile for any distance (excluding one mile)	5 cents
16. Lowest rate of fare per mile for any distance (single fare)	$3\frac{55}{100}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	$4\frac{1}{4}$ cents
20. Average rate of fare per mile for all passengers	$4\frac{1}{4}$ cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	1 cent
26. Average number of cars in passenger trains (including baggage cars)	4 in all
27. Average number of cars in freight trains—basis of eight wheels	
28. Average weight of passenger trains, including locomotive and tender, in working order (exclusive of passengers)	193,500
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	
30. Number of persons regularly employed by company, including officers	118
Average monthly pay of employés, other than officers	$59 00
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	
Average monthly pay of brakemen	75 00
Average monthly pay of section men	36 00
Average monthly pay of mechanics in shops	68 00
Average monthly pay of laborers	52 00

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness — in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employés	1	--------	1	--------	2	--------	2	--------

Statement of Each Accident in California.

April 11, 1882—A Chinaman of the surfacing gang was killed while attempting to get on a morning train.

June 13, 1882—L. B. Carr, a section foreman, was thrown from hand car while returning from work. Carr was sitting on front of hand car and a large dog got on the track in such a manner as to throw Carr from his seat down upon the rails and two wheels passed over the middle of his body, injuring him so that he died in about twelve hours.

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage	1	1882	1922	Gold	Gold	$6\frac{1}{2}$	Jan. and July

TABLE A—Continued.

Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1882.
		To December 31, 1882.	During Year.	Overdue.	
$4,400,000	$2,784,000	$83,520	$146,160	None	$2,784,000

TABLE C.

Length in Miles of Road and Track (Single and Double), Owned by the Company.

Main Line and Branches.	From—	To—	Length of Track December 31, 1882.		
			Single.	Length of Roadway—Single and Double Track.	
			Steel.	Steel.	Iron and Steel.
Main line within State	National City	Colton	126.860	126.860	126.860

Main Line and Branches.	From—	To—	Length of Track December 31, 1882.					
			Reduced to Single Track.					
			Track.	Sidings.		Track and Sidings.		
			Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
						(b)	(c)	
Main line within State	National City	Colton	126.869	1.910	4.670	1.910	131.530	133,440
Total on whole road, December 31, 1882						1.910	131.530	--------
Total constructed during year						------	79.200	--------
Total within the State constructed during the year						------	79.200	--------

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.						
	Within the State.			Without State.	Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	2.820	39	150	1	3.820	39	150
Length of steel rail	263.060	39	10,350		263.060	39	10,350

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of Bonds.	Total Amount of Bonds or Cash.	Disposed of—Cash Realized.	Amount held by Company as an Investment.	Remarks.
Subscriptions of the citizens of San Diego to apply towards payment of right of way	$10,000 00	$10,000 00	----------	Credited in construction to the cost of right of way.
7,404 shares of the capital stock of the San Diego Land and Town Company	740,400 00	----------	$9,600 00	7,038 shares were divided among the stockholders.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.		Estimated Value.	
			Total.	Net Total.	Per Acre.	Total.
California Southern, right of way	24.242	38.929	943.716	943.716	$1 25	$1,179 64
Depot grounds	----------	----------	43.575	43.575	1 25	54 47
						$1,234 11

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals	Right of way, 551.584 acres	$6,478 00
San Diego Land and Town Company	Right of way, 32.371 acres	9,729 29
Colton Land and Water Company	Right of way, 3.786 acres	378 60
City of San Diego	Right of way, 19.109 acres	411 85
Individuals	Depot grounds, 218.665 acres	61,875 82
San Diego Land and Town Company	Depot grounds, 45.431 acres	15,900 85
City of San Diego	Depot grounds, 1.268 acres	507 20
		$95,281 61

STATE OF MASSACHUSETTS, County of Suffolk. } ss.

Thomas Nickerson, President of the California Southern Railroad Company, and S. W. Reynolds, Treasurer and Assistant Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all

respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

THOS. NICKERSON, President.
S. W. REYNOLDS, Treasurer and Assistant Secretary.

Subscribed and sworn to before me, this ninth day of April, 1883.

LEWIS C. WADE,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
C. P. Huntington, First Vice-President	New York
Charles Crocker, Second Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
E. H. Miller, Jr., Secretary	San Francisco
Charles F. Crocker	San Francisco
W. V. Huntington	San Francisco

Business Address of the Company.

Fourth and Townsend Streets	San Francisco
23 Broad Street	New York

The Central Pacific Railroad Company was incorporated August 27, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1. Central Pacific Railroad Company, consolidated June 23, 1870.
   - Central Pacific Railroad Company of California, chartered June 28, 1861; amended October 8, 1864.
   - The Western Pacific Railroad Company, chartered December 13, 1862 } The Western Pacific Railroad Company, consolidated November 2, 1869.
   - San Francisco Bay Railroad Company, chartered September 25, 1868 }
2. California and Oregon Railroad Company, consolidated December 18, 1869.
   - California and Oregon Railroad Company, chartered June 30, 1865 } California and Oregon Railroad Company, consolidated January 16, 1868.
   - Marysville Railroad Company, chartered November 29, 1867 }
   - Yuba Railroad Company, chartered November 17, 1862.
3. San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
   - San Francisco and Alameda Railroad Company, chartered March 25, 1863 } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
   - San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863 }
   - San Francisco and Oakland Railroad Company, chartered October 21, 1861.
4. San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the Central Pacific Railroad Company.

Capital Stock.

1. Capital stock authorized by charter	$100,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued [number of shares, 592,755]; amount paid in	59,275,500 00
4. Capital stock paid in on shares not issued [number of shares]	None
5. Total amount paid in, as per books of the company	59,275,500 00
6. Amount of capital stock issued but not full paid	None
7. Amount per share still due thereon	None
8. Par value of shares issued	100 00
9. Total number of stockholders: Females, 430; males and firms, 1,450—1,880.	
10. Number of stockholders in California	No means of telling the residence of owners.
11. Amount of stock held in California	

DEBT.

12. Funded debt as follows:		
Bonds		$54,199,000 00
Interest paid on same during year	$3,245,391 67	
13. Total amount of funded debt		$54,199,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$6,574,457 71
All other debts, current credit balances, etc		
Interest paid on unfunded debt	$198,021 65	
United States bonds		27,855,680 00
15. Total amount of unfunded debt		$34,430,137 71
16. Total gross debt liabilities		$88,629,137 71
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		$320,949 96
Materials and supplies on hand		4,091,982 98
Sinking funds		5,844,419 17
Other securities and debt balances		3,278,394 04
United States Sinking Fund and Transportation Account		7,915,941 71
18. Total net debt liabilities		$21,451,687 86
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each:		
California Pacific Railroad Company:		
1,600 bonds, $1,000 each, 3 per cent, principal and interest guaranteed		$1,600,000 00
4,000 bonds, $500 each, 6 per cent		2,000,000 00
2,000 bonds, $500 each, 3 per cent		1,000,000 00
Stockton and Copperopolis Railroad Company:		
1,000 bonds, $500 each, 5 per cent, principal and interest guaranteed		500,000 00
		$5,100,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1882.
1. Grading and masonry	These items have not been kept separate, and cannot be stated in detail.
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
11. Total cost of construction	$138,563,422 89

Equipment.

	Number.	To December 31, 1882. Cost.
12. Locomotives	236	$2,824,818 90
13. Snow plows on wheels	9	37,536 02
14. Cars, officers	5	
15. Sleeping cars, first class	41	
16. Passenger cars, 149; emigrant, 72	221	1,663,920 47
Mail cars	56	
Baggage and express cars		
17. Freight cars	4,569	3,595,384 57
Other cars	763	103,041 53
18. Total cost for equipment—engines, 236, and cars	5,664	$8,224,701 49

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

	To December 31, 1882.
San Francisco blocks	$343,108 64
Oakland Point	813,591 40
Alameda County	241,672 67
Ogden	13,051 22
Marysville	7,300 00
Sacramento and other points	74,922 37
Hospital property, for employés	62,875 77
Total	$1,556,522 07

20. *Stock of other roads.*

	To December 31, 1882.
Coos Bay Coal Company, stock and lands	$159,338 33
Sacramento Transportation Company	80,000 00

22. *Other securities.*

	To December 31, 1882.
United States Government bonds	$120 00
Company's bonds bought, mutilated, etc.	13,662 50

23. Steamboat property:

Ferry Steamers—Alameda, Oakland, Amador, Thoroughfare, Capital, Transit, El Capitan, Julia. (The cost of ferry steamers is included in construction account.)

River Steamers—Apache, Enterprise, Modoc, Yosemite. (River steamers and barges were purchased by the company in connection with real estate and other property, and the cost cannot be stated.)

Barges—Ace of Spades, Yolo, Mono. (The cost of river steamers, barges, real estate, etc., in connection therewith, on December 31, 1882, was $672,020 46.)

25. *Other property purchased.*

	To December 31, 1882.
Shops and rolling mill at Sacramento. (Other shops are included in construction account)	$1,189,870 00
Machinery and tools in shops	764,369 25
Furniture, telegraph instruments, safes, etc.	155,772 04
Total	$2,110,011 29

26. Total for property purchased, etc.	$4,591,674 65
27. Whole amount of permanent investments	$151,379,799 03
28. Property in California: (Cannot be stated, because construction accounts were not kept separate in California.)	
29. Amount of supplies and materials on hand	4,091,982 98
30. Cash and cash assets	15,504,454 70
31. Total property and assets of the company*	$170,976,236 71

* Does not include lands granted to company, nor unpaid balances due on land sales.

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Application to Redemption of what Bonds.			Received during Year 1882.	Applied during Year 1882.	On Hand Dec. 31, 1882.
No.	Character.	Series.			
1	Convertible mortgage bonds			$7,000 00	
2	California State aid		$107,758 03		
3	First mortgage, Central Pacific Railroad	A to D	107,758 03		
4	First mortgage, Central Pacific Railroad	E to I	92,897 55		
5	Western Pacific Railroad, first mortgage	A to B	35,254 97		
6	California and Oregon Railroad, first mortgage	A to B	143,287 19		
7	Income bonds		383,375 37		
8	San Francisco, Oakland, and Alameda		109,619 25		
9	San Joaquin Valley		54,809 61		
			$1,034,760 00	$7,000 00	$5,844,419 17

In addition to the above there are the following funds for the redemption of the company's bonds:

Cash in the hands of Trustees for the Land Grant Mortgage for the redemption of Land Bonds	$584,770 62
Bonds and cash in the Central Pacific Railroad Sinking Fund in the United States Treasury, September 30, 1882	$1,559,121 88

Expenditures Charged to Property Account during the Year.

4. Land	$15,061 00
Land—paid for right of way	2,594 65
Fences	900 00
5. Passenger and freight stations; Woodsheds and water stations	24,296 99
6. Engine houses, car sheds, and turntables; 7. Machine shops	32,855 84

8. Engineering, agencies, salaries, and other expenses during construction:		
Tracks, new sidings, etc.		$75,202 29
Telegraph line extension		182 51
Wells and water supply		11,055 02
9. Locomotives [10]		131,200 50
13. Passenger, mail, and baggage cars		3,500 69
14. Freight and other cars		24,134 74
17. Any other expenditure charged to property account:		
Bridges and filling trestles		81,302 65
Mission Bay improvement		2,164 22
California and Oregon extension		590,297 41
New ferryboat		9,967 60
Oakland Ferry improvement		377,545 83
Tree culture		2,415 16
Vallejo (Julia) ferry steamer		54,238 68
Rolling mills at Sacramento		51,349 12
Machinery		45,464 49
Filling at Sacramento		22,540 38
18. Total		$1,558,269 77
19. Property sold and credited to property account during the year:		
Land on right of way	$7,500 00	
Brooklyn trestle	239 82	
Buildings	1,420 00	
		$9,159 82
20. Net addition to property account for the year		$1,549,109 95

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$4,980,370 51
2. Derived from passengers from and to other roads, over roads operated by this company	2,493,845 61
4. Derived from other sources belonging to passenger department—sleeping cars	238,792 86
5. Derived from express and extra baggage	451,154 64
6. Derived from mails	613,180 88
7. Total earnings from passenger department	$8,777,344 50
8. Derived from local freight on roads operated by this company	$12,340,777 31
9. Derived from other roads as tolls or for use of freight cars	7,165 23
10. Derived from freight from and to other roads on joint tariff	3,962,105 41
12. Total earnings from freight department	$16,310,047 95
13. Derived from rents for use of road and equipment when leased:	
Miscellaneous earnings	$415,900 01
Rent of telegraph line	97,000 00
Rent of warehouses, etc.	62,464 66
14. Total transportation earnings	$25,662,757 12
15. Earnings per mile of road operated	$8,436 95
16. Earnings per train mile (total passenger and freight)	2 54
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Earnings from river steamers	20,485 49
Interest on sinking funds	281,260 00
Land grant bonds redeemed	711,000 00
19. Total income derived from all sources	$26,675,502 41

Expenses of Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$448,005 69
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's general office and miscellaneous expenses	1,111,491 50
Legal expense	216,750 41
Civil engineering	15,479 65
Land department expense	23,700 78
Damages for stock killed, etc.	7,383 04
3. Insurance premiums and losses by fire, and damages for fires set by engines	73,504 33
4. Telegraph expenses	149,211 07
5. Total	$2,045,526 16
6. Proportion belonging to passenger department	$715,525 16
7. Proportion belonging to freight department	330,001 31

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$1,456,589 02
3. Steel rails laid, deducting old rails taken up:	
Number of miles, 59.4839; weight per yard, 50 pounds	740,975 68
Number of miles, 118.1926; weight per yard, 60 pounds	
4. New ties. Number, 286,434; cost	125,281 96
5. Repairs of bridges	213,433 85
6. Repairs of buildings	132,919 18
7. Repairs of and addition to machine shops	
Snow sheds	150,530 87
8. Repairs of fences, road crossings, and signs	20,682 94
9. Removing ice and snow, watching, etc.	60,208 62
10. Repairs of locomotives	644,613 55
12. Repairs of snow plows	1,796 69
14. Fuel for engines and cars:	
Number of cords of wood, 67,628; cost	314,077 66
Number of tons of coal, 2,828,662; cost	2,201,251 73
15. Water and water stations	137,127 98
16. Fuel for stations and shops	For shops, charged pro rata to work; stations, station service
17. Oil and waste	67,652 40
18. Switchmen, watchmen, flag and signal men	Included in train service.
19. Total	$6,131,665 13
20. Proportion of same to passenger department	$2,144,856 46
21. Proportion of same to freight department	3,986,808 67

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$309,236 33
Repairs of officers cars	10,700 66
3. Damages and gratuities, passengers	35,277 82
4. Salaries, wages, and incidentals of passenger trains	637,296 17
Salaries, wages, and incidentals of ferries	511,766 02
5. Salaries, wages, and incidentals of passenger stations	245,310 47
8. Total	$1,749,587 48

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$623,454 31
Repairs of dump and work cars	3,110 57
3. Damages and gratuities, freight	27,187 02
4. Salaries, wages, and incidentals of freight trains	1,492,704 41
Salaries, wages, and incidentals of ferries	219,328 29
5. Salaries, wages, and incidentals of freight stations	574,577 46
7. Amount paid other roads for balance of mileage of freight cars	31,897 89
8. Total	$2,972,259 95

9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$12,899,039 03
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:		
Southern Pacific Railroad of California		1,650,600 00
Southern Pacific, Colorado Division		16,066 00
Southern Pacific of Arizona		634,355 40
Southern Pacific, New Mexico		285,638 35
Galveston, Harrisburg, and San Antonio Railroad		241,859 29
California Pacific Railroad		600,000 00
Northern Railway and San Pablo and Tulare Railroad		590,617 20
Los Angeles and Independence Railroad		20,196 00
Los Angeles and San Diego Railroad		33,384 00
Sacramento and Placerville Railroad		7,200 00
Berkeley Branch Railroad		9,216 00
Stockton and Copperopolis Railroad		25,000 00
Amador Branch Railroad		42,000 00
Union Pacific Railway		46,595 65
13. Total expenses		$17,101,766 92

Net Income, Dividends, Etc.

1. Total net income (not including interest paid)		$9,573,735 49
3. Percentage of same to total property and assets	($170,976,236 71) 5.60	
4. Interest accrued during the year, and paid:		
On funded debt	$3,245,391 67	
On other debt	198,021 65	
Total		3,443,413 32
5. Dividends declared (6 per cent) for the year. Amount		3,556,530 00
6. Date of last dividend declared, August 1	$1,778,265	
7. Balance for the year, or surplus		2,573,792 17
8. Surplus at commencement of the year		20,497,806 83
10. Total surplus, December 31, 1882		23,071,599 00
11. Paid to sinking funds, in hands of Trustees, to the United States		2,538,680 24

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$8,777,344 50
2. Per passenger train mile	$2 90
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	715,525 16
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	2,144,856 46
5. Expenses, "Passenger Traffic," as per Class III, No. 8	1,749,587 48
6. Total expenses	$4,609,969 10
7. Per passenger train mile	$1 52
8. Net earnings*	4,167,375 40
9. Per passenger train mile	1 38

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$16,310,047 95
2. Per freight train mile	$2 30
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	1,330,001 31
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	3,986,808 67
5. Expenses, "Freight Traffic," as per Class IV, No. 8	2,972,259 95
6. Total expenses	$8,289,069 93
7. Per freight train mile	1 17
8. Net earnings*	8,020,978 02
9. Per freight train mile	1 13

*Interest, rentals, sinking funds, and amounts paid United States Government, are not deducted from these items.

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road		$138,563,422 89
Cost of equipment		8,224,701 49
Other investments		4,338,553 82
Supplies and materials on hand		4,091,982 98
Sinking funds in hands of Trustees		5,844,419 71
Cash, cash assets, and other items:		
Cash on hand		320,949 96
United States transportation and sinking fund accounts		7,915,941 71
Stocks and bonds		253,120 83
Bills receivable		840,665 46
Accounts receivable		582,478 40
Total		$170,976,236 71

Credits.

Capital stock		$59,275,500 00
Funded debt		54,199,000 00
Other debts:		
Government bonds		27,855,680 00
Bills payable and demand loans		2,872,280 60
Unclaimed dividends		12,288 00
Accounts payable		2,084,476 49
Trustees land grant mortgage	$584,770 62	
Sinking funds uninvested	916,519 17	
Hospital fund	104,122 83	
		1,605,412 62
Profit and loss (profit)		23,071,599 00
Total		$170,976,236 71

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Interest	$3,443,413 82	
General and miscellaneous expense	330,646 72	
Legal expense	216,750 41	
Civil engineering	15,479 65	
Taxes	448,005 69	
Land department	23,700 78	
Operating expenses	16,067,183 67	
Dividends Nos. 13 and 14 (3 per cent each)	3,556,530 00	
Balance from December 31, 1881		$20,497,806 83
711 land grant bonds redeemed		711,000 00
Interest on company's Sinking Fund		281,260 00
Earnings steamer division		20,485 29
Earnings of road		25,662,757 12
Balance	23,071,599 00	
	$47,173,309 24	$47,173,309 24

January 1, 1883—Balance brought down $23,071,599 00

Description of Road.

1. Date when the road or portions thereof were opened for public use (eastward):

From Sacramento to Newcastle	Nov. 1, 1864
From Sacramento to Auburn	May 14, 1865
From Sacramento to Clipper Gap	June 19, 1865
From Sacramento to Colfax	Sept. 11, 1865
From Sacramento to Dutch Flat	July 5, 1866
From Sacramento to Alta	July 11, 1866
From Sacramento to Cisco	Dec. 3, 1866
From Sacramento to Truckee	April 3, 1868

From Sacramento to Reno	June 19, 1868
From Sacramento to Wadsworth	July 22, 1868
From Sacramento to Browns	Aug. 21, 1868
From Sacramento to Oreana	Sept. 20, 1868
From Sacramento to Winnemucca	Oct. 1, 1868
From Sacramento to Argenta	Nov. 19, 1868
From Sacramento to Elko	Jan. 25, 1869
From Sacramento to Carlin	March 15, 1869
From Sacramento to Terrace	May 27, 1869
From Sacramento to Promontory	May 29, 1869
From Sacramento to Ogden	May 29, 1869
1. Date when the road or portions thereof were opened for public use (westward):	
From Sacramento to Galt	May 15, 1869
From Sacramento to Lodi	Aug. 4, 1869
From Sacramento to Stockton	Aug. 14, 1869
From Sacramento to San José	Sept. 15, 1869
From Sacramento to Alameda Wharf	Sept. 8, 1869
From Sacramento to San Francisco, about	Dec. 1, 1869
1. Date when the road or portions thereof were opened for public use (northward):	
From Roseville Junction to Lincoln	Oct. 24, 1867
From Roseville Junction to Wheatland	Oct. 28, 1867
From Roseville Junction to Yuba	Sept. 19, 1868
From Roseville Junction to Marysville	June 1, 1869
From Roseville Junction to Nelson	May 31, 1870
From Roseville Junction to Chico	July 2, 1870
From Roseville Junction to Sesma	July 11, 1871
From Roseville Junction to Tehama	Aug. 28, 1871
From Roseville Junction to Red Bluff	Dec. 6, 1871
From Roseville Junction to Redding	Sept. 1, 1872
1. Date when the road or portions thereof were opened for public use (southward):	
From Lathrop to Modesto	Nov. 8, 1870
From Lathrop to Merced	Jan. 25, 1872
From Lathrop to Sycamore	April 1, 1872
From Lathrop to Fresno	May 28, 1872
From Lathrop to Goshen	Aug. 1, 1872
2. Length of main line of road from San Francisco to Ogden	872.0769
Length of main line in California	273.7069
Length of main line in other States	598.3700
5. Branches owned by the company	5
Names and description of; single or double track:	
Oregon Branch, Roseville to Redding, single track	152.1009
Visalia Branch, Lathrop to Goshen, single track	146.0796
San José Branch, Niles to San José, single track	17.5363
Oakland Branch, Oakland Wharf to East Oakland, single track	5.6598
Alameda Branch, Alameda Wharf to Melrose and Fruitvale; Masticks to Oakland, single track	11.0190
6. Total length of branches owned by the company	332.3956
7. Total length of branches owned by the company in California	332.3956
10. Total length of road belonging to this company	1,204.4725
11. Aggregate length of siding and other tracks not enumerated above	203.2604
12. Same in California	137.8876
13. Aggregate length of track belonging to this company computed as single track	1,407.7329
14. Same in California	743.9901
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds)	Table "C."
16. Number of spans of bridges of twenty-five feet and upwards, in California	203
Number of spans of bridges of twenty-five feet and upwards, outside State	12
18. Number of wooden bridges (aggregate length, 100,839 feet), in California	657
Number of wooden bridges (aggregate length, 5,741 feet), outside State	182
Miles of embankment replaced by bridges or trestlework, during year, in California	None
Miles of embankment replaced by bridges or trestlework, during year, outside State	None
19. Number of crossings of highways at grade, in California	507
Number of crossings of highways at grade, outside State	204
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	9

22. Number of highway bridges eighteen feet above track, in California ---- 1
24. Number of highway crossings at which gates or flagmen are maintained, in California ---- 2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California ---- 505
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State ---- 204
27. Number of railroad crossings at grade ---- 15
One crossing of local line at Oakland Point, connecting with Northern Railway on Cedar Street and Railroad Avenue; one crossing of local lines to Long Wharf; one crossing of Alameda Branch, at Alice Street; one crossing of San Pablo and Tulare Railroad, Tracy; one crossing of South Pacific Narrow Gauge, at Alameda; one crossing of South Pacific Narrow Gauge, at First and Webster, Oakland; one crossing of South Pacific Narrow Gauge, at Seventh and Webster, Oakland; one crossing of Stockton and Copperopolis Railroad, at Stockton; one crossing of Sacramento and Placerville Railroad, at Brighton; one crossing of California Pacific Railroad, at Marysville; one crossing of Utah Central Railroad, at Ogden; two crossings of main line, at Cedar Street, Oakland (one temporary); one crossing of San Joaquin and Sierra Nevada, at Lodi; also, five (5) street-car railroad crossings in Oakland and Alameda.
28. Number of railroad crossings over other roads ---- 1
Crossing of Nevada County Narrow Gauge Railroad, near Colfax.
29. Number of railroad crossings under other railroads ---- None

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini. From—	Termini. To—	Length. Miles.	Amount of Rental.
Southern Pacific of California	Huron	Colorado River	528.56	$250 per mile per month.
Southern Pacific of California	Los Angeles	San Pedro	24.24	$250 per mile per month.
Southern Pacific of California	Calico	Mojave	80.33	$125 per mile per month.
Southern Pacific of Arizona	Colorado River	New Mexico	384.17	$135 per mile per month and taxes.
Southern Pacific of New Mexico	Arizona	Rio Grande	167.22	$135 per mile per month.
Pacific Improvement Company	Colorado River Bridge		.13	$1,000 per mile per month.
Pacific Improvement Company	Rio Grande Bridge		.23	$1,000 per mile per month.
Galveston, Harrisburg, and San A.	Rio Grande	Le Zier, Texas	361.80	$83 33 per mile per month.
Los Angeles and San Diego	Florence	Santa Ana	27.60	$100 per mile per month and taxes.
Los Angeles and Independence	Los Angeles	Santa Monica	16.83	$100 per mile per month and taxes.
Stockton and Copperopolis	Stockton	Milton	49.00	Principal and interest on $500,000, thirty year bonds at five per cent, and net earnings to apply on floating debt of H. C. R. R. Co.
Stockton and Copperopolis	Peters	Oakdale		
Amador Branch	Galt	Ione	27.30	$3,500 per month and taxes.
Berkeley Branch	Shell Mound	Berryman's	3.84	$768 per month and taxes.
California Pacific	Vallejo Junction	Vallejo	2.00	$600,000 per annum.
California Pacific	Vallejo	Sacramento	60.39	
California Pacific	Davisville	Knights Landing	18.57	
California Pacific	Napa Junction	Calistoga	34.48	
Northern Railway	Port Costa	Suisun	17.33	$47,500 per month, including, also, the San Pablo and Tulare Railroad (that company being leased to Northern Railway Company).
Northern Railway	Oakland	Martinez	35.56	
Northern Railway	Woodland	Willows	64.25	
Northern Railway	Willows	Tehama	36.49	$5,250 per month.
San Pablo and Tulare	Martinez	Tracy	46.51	Included in lease of Northern Railway above.
Sacramento and Placerville	Sacramento	Brighton	5.64	$600 per month.
Union Pacific	Ogden	Five miles west	5.00	Same rate per mile as earned by Union Pacific Railroad on road operated by itself.
			1,997.38	

31. Total length of above roads	1,997.38
32. Total length of above roads in California	1,078.87
33. Total length of above roads in other States:	
Utah	5.00
Arizona	384.25
New Mexico	167.30
Texas	361.96
Total	1,997.38
34. Total miles of road operated by this company (average for the year 1882, 3,041.71)	3,201.88
35. Total miles of road operated by this company in California (average for the year 1882, 1,589.34)	1,685.00
36. Number of stations on all roads operated by this company	503
37. Number of stations on all roads owned by this company	238
38. Same in California	159
39. Miles of telegraph on line of road operated by this company (average)	3,041.71
40. Miles of telegraph owned by this company	1,238.14
41. Number of telegraph offices in company stations	218
42. Number of telegraph stations operated by this company	None
43. Number of telegraph stations operated jointly by railroad and telegraph companies	218

Rolling Stock.

	No.	Average Weight.
1. Locomotives	236	
Average weight of engines in working order		65,700
Maximum weight of engines in working order [123,000]		
2. Tenders	225	
Average weight of tenders full of fuel and water		50,000
Maximum weight of tenders full of fuel and water [63,000]		
Average joint weight of engines and tenders		115,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [53 feet]		
4. Total length of heaviest engine and tender over all [61 feet]		
5. Snow plows	9	38,384
6. Passenger cars	262	
Average weight		40,740
Maximum weight [63,000]		
7. Mail and baggage cars	56	36,920
8. Eight-wheel box freight cars	2,554	19,000
10. Eight-wheel platform cars	2,015	15,000
12. Other cars	768	
13. Total cars	5,664	

Note.—There is no market value for rolling stock in California.

14. Total number of freight cars, including coal, etc., on a basis of eight wheels, owned by the Central Pacific Railroad Company	5,022
15. Number of locomotives equipped with train brakes	95
Kind of brake	Westinghouse
16. Number of cars equipped with train brakes [passenger, 262; mail and express, 56; officers', 5]	323
Kind of brake	Westinghouse
17. Number of passenger cars with Miller platform and buffer	262

Mileage, Traffic, Etc.

1. Miles run by passenger trains	3,022,368
2. Rate of speed of express passenger trains, including stops, average	21¼
3. Rate of speed of accommodation trains, including stops	16½
4. Miles run by freight trains	7,079,604
5. Rate of speed of express freight trains, including stops	No trains of this class.

6. Rate of speed of accommodation freight trains, including stops, average	11½
7. Miles run by other trains, and for what purpose:	
Switching	1,512,870
Work trains	1,025,134
8. Total train miles run	12,639,976
9. Total number of passengers carried	7,688,514
Number of through passengers going east	37,113
Number of through passengers going west	58,113
Number of local passengers going east	3,710,928
Number of local passengers going west	3,882,360
10. Total passenger mileage, or passengers carried one mile	255,824,363
11. Passenger mileage to and from other roads	80,437,888
Average number of miles traveled by each local passenger	23
Average number of miles traveled by each through passenger	844
Average number of miles traveled by each passenger, through and local	33
12. Number of tons freight carried (1)	3,109,697
Number of tons freight from other States, carried (2)	390,594
Number of tons freight in this State, carried (3)	2,719,103

(1) means the entire tonnage movement over the road.
(2) means all freight which did not enter California.
(3) means all freight taken up or laid down in or passing through California.

Number of tons freight produced in this State carried		1,716,566
Number of tons of each class of freight, produced in this State, carried:		
Products of vine and orchard	77,943	Highest rate per ton per mile, 15 cents.
Products of field	706,779	
Products of mines	156,075	
Products of forests	403,165	
Live stock	119,626	
Hides	5,482	
Honey	486	Lowest rate per ton per mile, $\frac{61}{100}$ of a cent.
Ice	15,653	
Wool	27,682	
Salmon	5,738	
Manufactures	124,118	
Merchandise	73,819	
	1,716,566	

13. Total freight mileage, or tons carried one mile	902,981,309
14. Freight mileage to and from other roads	370,504,384
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	1.05 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.84 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.65 cents
18. Average rate of fare per mile received from passengers to and from other roads	3.10 cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None
20. Average rate of fare per mile for all passengers	2.92 cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	00.61 cents
23. Average rate of local freight per ton per mile on roads operated by this company	2.32 cents
24. Average rate of freight per ton per mile to and from other roads (through)	1.07 cents
25. Average rate of freight per ton per mile for all	1.81 cents
Average rate of freight per ton per mile, products of this State	Cannot tell
Average rate of freight per ton per mile, products of other States	
26. Average number of cars in passenger trains (including baggage, mail, and express cars)	5.25
27. Average number of cars in freight trains—basis of eight-wheel	17.42
30. Number of persons regularly employed by company, including officers	12,400
Average monthly pay of employés, other than officers	$6,563
Average monthly pay of engine drivers	100 00 to 130 00
Average monthly pay of passenger conductors	100 00 to 115 00
Average monthly pay of freight conductors	85 00 to 100 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, switchmen, etc.	65 00 to 80 00

Average monthly pay of section men (white, 7)	47 06
Average monthly pay of mechanics in shops	76 99
Average monthly pay of laborers at stations, etc.	65 00

Relating to Passengers.

1. Total season ticket passengers (round trip)	None
2. Passengers to San Francisco (including ferry)	3,468,722
3. Passengers from San Francisco (including ferry)	3,208,294
4. Season ticket passengers to and from San Francisco (one round trip daily)	None

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	--------	6	5	50	5	56	5	64
Employés	2	32	16	190	18	222	28	281
Others	--------	3	32	81	32	84	45	90
Total	2	41	53	321	55	362	78	435

Statement of Each Accident in California.

Date.	Name.	Cause of Accident.	Extent of Injury.
January 1	Chinaman	On track and run over	Instantly killed
January 3	William Acker	Getting off train	Slightly bruised
January 5	T. Black	Shutting car door	Finger injured
January 5	William Hearst	Coupling cars	Finger injured
January 6	S. B. McKee	Jumping from train	Both legs cut off
January 7	C. H. Maltby	Jumping from train	Knee dislocated
January 10	J. Peren	Jumping from car	Knee sprained
January 11	O. Donnell	Jumping from train	Head and ankle injured
January 11	Chinaman	Hand car struck obstruction	Fatally injured
January 11	P. Halloran	Fell from train	Instantly killed
January 12	F. Stoddard	Train off track	Foot sprained
January 13	C. Young	Coupling cars	Fingers injured
January 17	J. J. Hawley	Coupling cars	Hand injured
January 17	E. P. McCormick	Getting off train	Shoulder dislocated
January 17	J. T. Somerset	Coupling cars	Arm broken
January 17	Charles Tappan	Meeting collision	Slight injury
January 17	T. Rilley	Meeting collision	Slight injury
January 17	A. Cohan	Meeting collision	Slight injury
January 17	F. T. Otis	Meeting collision	Slight injury
January 17	W. D. Tilley	Coupling cars	Finger bruised
January 17	E. D. Law	Blowing off steam	Foot scalded
January 18	M. Spencer	Train broke apart	Slight injury
January 22	J. Flenery	Jumped from train	Two ribs broken
January 27	T. E. Johnson	Train broke apart	Leg broken
January 27	L. Hawtree	Train broke apart	Bruised
January 29	C. Clanents	Jumping off train	Fatally injured
January 29	D. Campbell	Run over by engine	Instantly killed
January 30	W. T. Bordwell	Fell from train	Bruised
January 21	J. Bamelt	Struck by train	Foot injured
January 31	J. Patrick	Turning engine	Foot injured
January 31	T. H. Wheeler	Getting off train	Ankle sprained
January 31	S. J. Chapman	Handling freight	Knee sprained
February 1	G. Johnson	Coupling cars	Chest injured
February 3	A. R. Patterson	Jumped off train	Foot injured
February 3	M. Connolly	Loading section car	Toe injured
February 3	F. A. Parker	Struck by train	Fatally injured

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
February 5	M. G. Moran	Getting on train	Bruised
February 6	J. Ratheman	Getting off train	Toes injured
February 6	H. Davis	Meeting collision	Arm bruised
February 6	L. Fruit	Coupling cars	Arm bruised
February 6	J. H. Arnold	Handling brakes	Side wrenched
February 8	William Dalton	Jumping off train	Scalp wounds
February 8	S. Gordon	Fell from car	Bruised
February 8	F. P. Kingsley	Wooding up engine	Eye cut
February 9	W. C. Plunt	Fell off train	Internally injured
February 13	Chinaman	Unloading rails	Toe cut off
February 14	J. Agler	Switching	Bruised
February 14	W. F. Harney	Fell from train	Fatally injured
February 15	G. D. Moffatt	Fell from train	Bruised
February 15	William Mills	Coupling cars	Thumb injured
February 16	G. Gedds	Coupling cars	Finger injured
February 17	T. Lehy	Loading rails	Thumb injured
February 18	T. Trampton	Jumping on car	Ankle sprained
February 18	J. A. Jackson	Jumped off train	Bruised
February 21	William Behl	Getting on train	Leg broken
February 22	F. C. Pomeroy	Coupling cars	Finger bruised
February 23	O. Lubbock	Meeting collision	Bruised
February 23	Wm. C. Biss	Meeting collision	Bruised
February 24	R. B. Rogers	Coupling cars	Fatally injured
February 24	J. C. Keeling	On track and run over	Both legs off
February 25	A. Levy	Dumping car	Slight injury
February 25	J. Deveron	Getting on train	Face bruised
February 26	J. J. Dewolf	Coupling cars	Hand crushed
February 26	T. Looney	Getting off train	Concussion of brain
February 27	C. Cook	Squeezed between cars	Hip injured
March 1	J. W. Hene	On track and run over	Instantly killed
March 3	W. Wallace	Fell from train	Bruised
March 3	J. A. Nelson	Handling brakes	Arm amputated
March 5	W. N. Canan	Wood fell from tender	Finger injured
March 6	Chinaman	Rubble car obstructing track	Slightly injured
March 7	J. G. Foster	Coupling cars	Chest injured
March 7	R. Brockway	Struck by train	Head injured
March 8	W. A. Minekin	Turning engine	Feet injured
March 16	J. J. Scattergood	Fell from car	Hip injured
March 19	E. M. Arnold	Jumping from train	Scalp wound
March 20	C. W. Grundy	Fell from car	Waist sprained
March 20	Chinaman	Jumped off train	Fatally injured
March 20	S. Parsons	Fell off train	Found dead
March 21	A. W. Marian	Walked off platform	Leg bruised
March 24	L. Jeardeaw	Snow slide	Shoulder fractured
March 26	Mrs. P. Heeny	Jumping off train	Slightly injured
March 27	O. T. Cassin	Rail fell	Hand injured
March 28	Rosetta Kiernan	Jumped off train	Bruised
March 29	Ethel Sheeber	Jumped off train	Bruised
March 29	Chinaman	Run over, run on track	Fatally injured
March 31	H. Manning	Escaping steam	Fatally injured
April 1	W. J. Gilbert	Handling freight	Hand injured
April 1	T. Button	Struck by train	Arm fractured
April 1	N. A. Irwin	Coupling cars	Finger injured
April 1	S. M. Stevens	Cut with hatchet	Hand cut
April 2	M. Cornack	Fell off train	Slightly injured
April 2	D. C. McCauly	Jumped off train	Scalp wound
April 3	Andrew Warner	Coupling cars	Foot bruised
April 5	Juan Vardes	Fell off train	Shoulder dislocated
April 5	W. C. Willingham	Unloading freight	Toe broke
April 6	— Beagle	Switch collision	Face injured
April 6	E. S. Merriken	Wagon obstructing track	Back injured
April 7	Unknown man	Fell off train	Instantly killed
April 7	William Allen	Handling freight	Thigh broken
April 7	G. T. Leon	Getting off engine	Back injured
April 7	Indian squaw	Fell off train	Slightly injured
April 7	J. Bodesto	Jumping off train	Slightly injured

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
April 8	W. Latimer	Jumping off train	Leg broken
April 8	Chinaman	Run over	Slightly injured
April 10	J. Wattles	Jumped off train	Arm broken
April 10	R. Beeching	Jumped off train	Knee sprained
April 14	W. A. Wallis	Coupling cars	Arm bruised
April 15	J. W. Pilaut	Coupling cars	Hand injured
April 15	N. B. Allen	Stepped on stone	Ankle sprained
April 16	P. T. Roach	Coupling cars	Thumb injured
April 16	J. N. Abbay	Car obstructing track	Face cut
April 17	J. S. Spencer	Coupling cars	Foot injured
April 18	P. M. Ross	Handling brakes	Finger injured
April 18	A. Masick	Coupling cars	Hand injured
April 18	C. Hilton	Coupling cars	Two fingers injured
April 19	O. Elvers	On track, struck by train	Brain contused
April 19	William Doolan	Unloading horses	Toe bruised
April 19	J. Fullalove	Fell off train	Slightly injured
April 20	— Lewis	Stumbled against door	Eye injured
April 21	C. Glide	Jumped from train	Stunned
April 21	T. Crowley	Asleep on track	Slight injuries
April 22	T. Gagan	On track	Cut and bruised
April 22	A. H. Anderson	Jumped off train	Bruised
April 23	Vina Benson	Struck by engine	Bruised
April 24	P. O'Connor	Fell off engine	Head injured
April 24	Unknown man	Run over	Found dead
April 24	E. A. Timcano	Coupling cars	Thumb amputated
April 8	Henry Recker	Jumped off train	Eye cut
April 26	Elsa Mattern	On track, run over	Instantly killed
April 26	Chinaman	On track, run over	Killed
April 28	W. T. Spaulding	Jumped from train	Leg broken
April 29	Wm. Farren	Fell off train	Slightly injured
May 1	G. W. Lander	Fell off train	Wrist fractured
May 2	A. R. Tinklepaugh	Coupling cars	Chest injured
May 3	Sabarando	Jumped off train	Ankle broken
May 4	S. E. Howard	Switching collision	Wrist sprained
May 4	Unknown man	Run over	Killed
May 5	Mrs. E. Haller	Jumped off train	Ankle broken
May 6	Berthan Mathews	Struck by train	Killed
May 6	Mrs. H. O'Connor & ch	Hand car obstructing track	Both severely injured
May 6	H. Walton	Caught between cars	Injury slight
May 7	Chinaman	Getting off train	Head injured
May 9	H. T. Stevens	Driving across track	Slightly injured
May 9	John Morris	Driving across track	Slightly injured
May 10	Mrs. Pinkham	Jumped off train	Arm bruised
May 11	Unknown man	Run over	Killed
May 13	N. B. Allen	Getting off car	Ankle sprained
May 13	G. W. Bennett	Coupling cars	Thumb injured
May 13	Chinaman	Jumped off train	Head injured
May 14	J. Baker	Coupling cars	Finger injured
May 16	J. Thompson	On track, run over	Fatally injured
May 17	J. Collins	Handling freight	Finger injured
May 18	A. Levy	Jumped off train	Bruised
May 18	R. Randall	Run over	Head injured
May 19	J. Martin	Stepping on train	Ankle sprained
May 20	W. Shumaker	Caught between cars	Toes crushed
May 21	W. Cardwell	Jumped from train	Knee injured
May 22	M. Carroll	Coupling cars	Fingers injured
May 26	G. F. Nightengale	Thrown against door	Wrist cut
May 26	E. T. Penwell	Coupling cars	Finger injured
May 28	P. Casey	Fell off car	Severely injured
May 29	W. O. Gray	Fell on track	Face bruised
May 30	H. Beaudry	On track, struck by train	Head injured
May 31	Unknown boy	Run over	Killed
May 29	J. Buckley	Meeting collision	Bruised
May 29	W. H. Park	Meeting collision	Bruised
May 29	J. Coburn	Meeting collision	Leg broken
May 29	J. Mangan	Meeting collision	Bruised
May 29	J. S. McGuire	Meeting collision	Bruised

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
May 29	C. C. Knotts	Meeting collision	Bruised
May 29	J. C. Fisher	Meeting collision	Bruised
May 29	B. F. Watson	Meeting collision	Bruised
May 29	H. S. Eastman	Meeting collision	Bruised
May 31	— Case	Coupling cars	Hand crushed
June 1	A. H. Parnell	Foot caught in drawhead	Toes injured
June 2	M. Balermis	Jumped off train	Head bruised
June 2	O. J. Lawrence	Fell off train	Head cut
June 3	O. Bener	Timber in shed	Head and hip bruised
June 3	E. C. Jordan	Broken glass	Finger cut
June 5	J. Stevens	Jumped from caboose	Sprained ankle
June 6	L. Crabb	Caught bet locomotive&tend'r	Stomach injured
June 7	F. Larkin	Fell from train	Slightly bruised
June 8	M. Gagon	Walking on track	Badly bruised
June 8	J. S. Young	Coupling cars	Finger mashed
June 8	O. F. Gegax	Jumped from car	Knee sprained
June 9	T. Cunningham	Coupling cars	Finger mashed
June 9	A. M. Weston	Coupling cars	Finger mashed
June 11	T. Davis	Fell from steps	Foot mashed, leg broken
June 11	J. Tarshauer	Jumped off cars	Cut under eye
June 12	J. Irvine	Intoxicated	Slightly injured
June 12	J. H. Michael	Coupling cars	Finger crushed
May 29	E. Sheehy	Jumped off train	Head bruised
June 13	T. T. Douglass	Two rails from track	Ankle sprained
June 14	W. T. Brown	Thrown from train	Ankle injured
June 15	C. C. Redman	Fell off cars	Leg run over
June 15	Elizabeth Lawrence	Standing on track	Killed
June 16	G. Arbuckle	Getting on train	Two toes cut off
June 20	A. Christiansen	Runaway team	Foot crushed
June 20	Chinaman	Jumped from train	Leg broke
June 20	Chinaman	Crossing track	Leg bruised
June 20	Chinaman	Jumped off train	Head and face bruised
June 20	Robert Henery	Fell from car	Ankle sprained
June 21	T. H. Feary	Getting on caboose	Slightly injured
June 23	F. O. Malley	Crossing track	Skull fractured
June 23	C. Fruggler	Hanging on side of car	Arm and leg crushed
June 27	Wm. Eddy	Coupling cars	Finger injured
June 27	W. A. Hahan	Coupling cars	Finger cut off
June 28	Mrs. N. Ingraham	Switching	Severe bodily injuries
June 29	J. Kenney	Switch collision	Slightly injured
June 30	C. Bulger	Intoxication	Killed
July 1	F. Fisher	Fell off train	Scalp wound
July 1	C. Smith	Crossing track	Slightly injured
July 1	C. Marston	Jumped off train	Face cut
July 2	F. S. Parsons	Coupling cars	Thumb crushed
July 2	J. Sheehy	Coupling cars	Finger crushed
July 3	J. Norton	Fell off wood-pile	Side badly bruised
July 5	Chinaman	Jumped off train	Leg bruised
July 7	G. Woods	Coupling cars	Flesh wound
July 7	J. Roderick	Driving across track	Head cut
July 11	D. A. McNamara	Coupling cars	Hand bruised
July 13	M. F. Costa	Run over by section car	Slightly injured
July 15	J. Lewis	Coupling cars	Left hand crushed
July 16	Mrs. M. D. Murphy	Jumped from train	Wrist and ankle sprained
July 17	W. A. Muchin	Switching cars	Killed
July 18	F. Pixley	On track and run over	Killed
July 18	J. A. Tompton	Jumped from train	Head bruised
July 19	C. Cazen	Loading freight	Broken finger
July 20	W. Grigsby	Fell on the platform	Back and hand bruised
July 20	W. M. Storer	Slide collision	Left arm bruised
July 21	J. Connors	Struck by engine switching	Killed
July 22	De Soto	Unloading freight	Struck on head, injured
July 24	O. Beaver	Fell from train	Dangerously injured
July 24	— Smith	Coupling cars	Hand injured
July 24	D. Mathews	Fell from train	Dangerously injured
July 25	Chinaman	Run over	Fatally injured
July 27	Mary McAree	Jumped from track	Severely injured

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
August 1	J. Mulligan	Butting collision	Hip bruised
August 3	A. Maher	Engine rod broke	Badly injured
August 3	W. H. Sharp	Stepped on tie	Ankle sprained
August 4	G. Parsons	Crossing track	Fatally injured
August 8	— Deboise	Getting on train	Nose peeled
August 10	G. Graham	Foot caught in rail	Leg crushed
August 10	P. Britt	Crossing track	Seriously injured
August 10	Unknown man	Getting on train	Hands bruised
August 13	M. Merthen	Getting on train	Collar bone broken
August 14	L. N. Lewis	Coupling cars	Thumb smashed
August 14	C. Buntz	Caught between cars	Shoulder, collar bone inj'd
August 18	E. R. King	Coupling cars	Hand bruised
August 18	M. C. Pickett	Engine off track	Killed
August 18	J. Brown	Foot caught in car	Hip bone fractured
August 18	D. Toohill	Fell from car	Foot injured
August 19	A. J. Collins	Getting on train	Foot crushed
August 19	C. McReaw	Coupling cars	Finger injured
August 20	Fannie Altman	Jumped off train	Stunned
August 21	C. Saylor	Sleeping on track	Foot crushed
August 22	J. F. Stark	Burned foot, oil from lubricator	Face burned
August 24	W. Lamphrey	Switching accident	Hand injured
August 24	W. G. Fletcher	Climbing on train	Leg cut off
August 26	P. Connolly	Fell from platform	Wrist injured
August 27	Unknown man	Fell off train	Killed
August 28	J. S. Hassack	Fell on stone	Cut on head
August 29	W. Rohan	Unloading freight	Ribs fractured
August 29	J. B. Freet	Foot slipped	Head cut and leg bruised
August 30	D. Hogan	Fell off engine	Ankle sprained
August 31	F. Kearney	Engine dome fell	Hand crushed
August 31	F. Bush	Asleep on track	Leg cut; no bones broken
Sept. 1	G. Sullivan	Rail fell on foot	Instep bruised
Sept. 1	Ira Collins	Stepped on drawhead	Heel injured
Sept. 2	J. Stewart	Jumped off train	Killed
Sept. 2	J. L. Ledford	Jumped off train	Shoulder blade broken
Sept. 3	— Antoine	Door shut on hand	Finger mashed
Sept. 3	J. Galvery	Fell off car	Sprained ankle
Sept. 3	E. Brown	Getting on train	Hip bone broken
Sept. 6	J. H. Adams	Coupling cars	Toes mashed
Sept. 7	F. Christian	Trunk fell on foot	Foot bruised
Sept. 8	F. Vallejo	Coupling cars	Finger bruised
Sept. 9	G. H. Nutting	Unloading freight	Finger bruised
Sept. 9	A. Lyons	Jumped off train	Collar bone broken
Sept. 9	P. Ryan	Getting on train	Eye cut and hand bruised
Sept. 10	C. Smith	Fell from train	Died from injury
Sept. 13	H. C. Hubbard	Stepped off train	Ankle sprained
Sept. 14	Unknown man	Train broke apart	Killed
Sept. 14	G. H. Nolton	Train broke apart	Arm, shoulder, side hurt
Sept. 15	W. Gulck	Jumped from train	Ankle sprained
Sept. 18	H. Funk	Jumped from train	Killed
Sept. 19	W. Gringsby	Getting on train	Killed
Sept. 19	C. E. Hall	Struck by timber	Hand crushed and bruised
Sept. 20	Chinaman	Fell off train	Arm broken
Sept. 21	— Cardinez	Jumped from train	Slightly bruised
Sept. 22	Mrs. Birdsall	Collision	Bruised
Sept. 22	C. Albyne	Fell off train	Bruised slightly
Sept. 23	Fannie Coleman	Jumped off train	Hip wrenched
Sept. 26	W. McCauley	Foot slipped	Back wrenched
Sept. 26	Indian Dick	Drunk and run over	Killed
Sept. 27	Chinaman	Jumped from train	Stunned
Sept. 28	E. A. May	Crossing track	Ankle sprained; face cut
Sept. 28	J. R. Limburgh	On track, run over	Killed
Sept. 29	E. Boffinger	Coupling cars	Finger mashed
Sept. 29	A. D. Clairvant	Collision	General concussion
Sept. 30	A. Hammond	Jumped from train	Killed
October 2	Chinaman	Jumped from train	Bruised head

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
October 3	W. Jenkins	Riding on brake-beam	Died from injury
October 3	W. A. Envin	Stepped off pilot	Leg injured
October 3	Frank Beal	Caught between cars	Hand crushed, side injured
October 4	J. Halvey	Getting on train	Toes crushed
October 4	J. Hawkins	Fell coming out of door	Shinbone scratched
October 5	W. S. Shattuck	Getting on track	Face scratched
October 7	M. Banning	Lying on track	Head cut
October 7	W. Jurgensen	Fell off engine	Killed
October 7	F. Brakely	Fell between cars	Leg run over; died
October 8	J. Russell	Getting on train	Killed
October 8	M. Johnson	Getting on train	Hand crushed
October 8	Unknown man	Asleep on track	Cut over eye
October 10	F. Peck	Coupling cars	Two fingers injured
October 10	J. Houser	Getting on cars	Leg amputated
October 11	R. R. Kirby	Coupling cars	Hand crushed
October 11	G. Ayer	Fell off car	Leg cut off; foot injured
October 14	D. A. McNamara	Stepped from platform	Ankle sprained
October 14	J. C. Snider	Fell on car	Shoulder dislocated
October 14	E. S. Talbot	Coupling cars	Fingers injured
October 17	Mrs. Hamstead	Jumped from train	Face and side bruised
October 17	J. J. De Wolfe	Getting on train	Groin bruised
October 18	S. S. Clare	Collision	Head cut
October 18	J. B. Moses	Getting on train	Hip bone injured
October 18	F. J. Rielly	Collision	Face bruised
October 19	W. Watkinson	Switching	Finger injured
October 19	S. Goldsmith	Switch collision	Eye blacked
October 21	W. H. Howard	Jumped from train	Leg cut off
October 21	J. P. Clancy	Crossing track	Head injured
October 22	J. McDonough	Getting on engine	Left arm cut off
October 22	Lottie Smith	Crossing track	Foot run over
October 24	G. F. Collier	Coupling cars	Hand crushed
October 24	J. Suttergrass	Jumped off train	Slightly scratched
October 25	G. H. Lander	Coupling cars	Left arm cut
October 25	A. P. Cochran	Foot caught and fell	Sprained wrist
October 25	J. Q. Johnson	Coupling cars	Finger cut off
October 26	O. J. Gullixon	Getting on train	Foot crushed
October 26	W. Kennedy	Coupling cars	Finger cut off
October 27	Unknown man	On track, run over	Killed
October 27	L. L. La Pierre	Coupling cars	Toes bruised
October 28	W. J. Bryan	Coupling cars	Finger crushed
October 29	H. McNamara	Jumped off train	Face and hand bruised
October 29	M. O. Neill, Jr.	Getting on train	Leg broken
October 29	Marrian (Indian)	Lying on track	Killed
October 29	D. Cassady	Knocked off car	Ankle and wrist sprained
October 29	J. Bennett	Stepping off train	Ankle sprained
October 29	J. Edwards	On track, run over	Killed
October 31	W. A. Stokes	Finger caught on draw bar	Two fingers cut off
Nov. 1	J. Stroth	Getting on train	Thigh bruised
Nov. 2	E. H. Perkins	Fell between cars	Killed
Nov. 2	C. C. Johnson	Hand caught under wheel	Hand bruised
Nov. 4	P. Ross	Jumped from car	Abdomen injured
Nov. 4	H. Jones	Hand car collision	Injured internally
Nov. 4	J. Spaulding	Hand car collision	Hand mashed
Nov. 4	M. Drohen	Hand car collision	Hip injured
Nov. 5	D. C. Horton	Open switch	Slightly injured
Nov. 5	C. B. Dilley	Accidental obstruction	Fingers cut
Nov. 5	J. C. Hoadley	Accidental obstruction	Head cut
Nov. 5	Unknown man	Stealing a ride	Killed
Nov. 7	W. C. Sargent	Coupling cars	Hand crushed
Nov. 9	L. Davis	Coupling cars	Arm and chest injured
Nov. 9	C. Rhodes	Crossing track	Heel bruised
Nov. 10	W. Stormer	Fell off engine	Back, side, and hip hurt
Nov. 11	V. Curran	Struck by snow shed	Scalp wound
Nov. 11	E. L. Dungan	Coupling cars	Chest injured
Nov. 11	G. Chase	Run over	Killed
Nov. 16	C. Patterson	Getting on train	Leg bruised

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Name.	Cause of Accident.	Extent of Injury.
Nov. 18	W. L. Hoggatt	Collision	Killed
Nov. 18	J. H. Murphy	Fell in cattle guard	Leg injured
Nov. 19	W. Buckley	Jumped off train	Face scratched
Nov. 19	F. Condley	Jumped off train	Face slightly bruised
Nov. 20	J. Woodworth	Jumped off train	Face and hand injured
Nov. 20	W. Scanlan	Jumping on cars	Foot crushed
Nov. 21	J. P. Fox	Coupling cars	Finger injured
Nov. 22	Unknown man	Ran on track	Killed
Nov. 22	H. Stambourgh	Crossing track	Slightly injured
Nov. 22	N. F. Snider	Getting off car	Ankle sprained
Nov. 22	Chinaman	Fell between cars	Legs cut off
Nov. 24	A. Joseph	Crossing between cars	Foot injured
Nov. 25	W. H. White	Getting on train	Head cut
Nov. 26	J. E. Martin	Coupling cars	Finger mashed
Nov. 28	W. Beargner	Jumped off car	Ankle sprained, leg bruised
Nov. 29	J. McHugh	Getting off train	Arm bruised
Nov. 30	Unknown man	Getting on train	Slightly injured
Nov. 30	R. Martland	Fell in car	Face cut
Dec. 1	T. H. Rowley	On track and run over	Killed
Dec. 2	F. M. Farwell	Crossing track	Head and face injured
Dec. 2	W. M. Reese	Crossing track	Shoulder hurt
Dec. 2	W. McMasters	Coupling cars	Finger bruised
Dec. 2	S. Lacey	Fell off car	Arm amputated
Dec. 2	Chinaman	Crossing track	Killed
Dec. 5	L. McCreery	Unloading freight	Wrist sprained
Dec. 5	Robert Masters	Coupling cars	Fingers cut off
Dec. 6	C. M. Butler	Head struck when oiling	Head bruised
Dec. 6	H. M. O. Harnett	Coupling cars	Finger amputated
Dec. 6	J. Rourke	Walking on track	Leg broke, other injuries
Dec. 7	M. J. Thomas	Fell off wood pile	Knee injured
Dec. 7	C. Perkins	Fell off car	Arm crushed
Dec. 9	E. L. Blodgett	Fell off car	Bruised on side, abdomen
Dec. 9	Unknown man	Walking on track	Killed
Dec. 11	S. B. West	On track	Ankle sprained
Dec. 11	J. Ryan	Stealing a ride	Arm broken, face cut
Dec. 11	Unknown man	Foot caught in cars	Killed
Dec. 14	C. L. Warner	Collision	Bruised about eye
Dec. 14	T. Rounds	Unloading freight	Hand injured
Dec. 16	W. Irwin	Coupling cars	Two fingers injured
Dec. 16	G. Duesing	Jumped off train	Concussion of brain
Dec. 20	S. B. Douglass	Fell from cars	Leg broke, scull fractured
Dec. 20	Unknown man	Jumped off car	Slightly injured
Dec. 22	F. Coombs	Scalded	Arm burned
Dec. 23	J. M. Richards	Coupling cars	Elbow sprained
Dec. 26	D. Cassady	Coupling cars	Finger mashed
Dec. 30	D. J. O'Keefe	Getting off train	Slight injury
Dec. 31	— Hanson	Cut by window glass broken by snowball	Face cut
Dec. 31	D. Devington	Coupling cars	Fingers crushed
Dec. 31	D. Deesing	Jumped off engine	Knee sprained

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued and Outstanding December 31, 1882.
					Rate.	Payable.		
California State aid	------	July 1, 1864	July 1, 1884	U. S. coin	7 per cent	Jan. and July	$1,500,000	$1,500,000
Central Pacific, first mortgage	A	July 1, 1865	July 1, 1895	U. S. coin	6 per cent	Jan. and July	3,000,000	2,995,000
Central Pacific, first mortgage	B	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,000,000	1,000,000
Central Pacific, first mortgage	C	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,000,000	1,000,000
Central Pacific, first mortgage	D	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,390,000	1,383,000
Central Pacific, first mortgage	E	Jan. 1, 1867	Jan. 1, 1897	U. S. coin	6 per cent	Jan. and July	4,000,000	3,997,000
Central Pacific, first mortgage	F	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,997,000
Central Pacific, first mortgage	G	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,997,000
Central Pacific, first mortgage	H	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,997,000
Central Pacific, first mortgage	I	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	3,525,000	3,511,000
Western Pacific (old issue)	------	Dec. 1, 1865	Dec. 1, 1895	U. S. coin	6 per cent	June and Dec.	1,970,000	111,000
Western Pacific, first mortgage	A	July 1, 1869	July 1, 1899	U. S. coin	6 per cent	Jan. and July		1,859,000
Western Pacific, first mortgage	B	July 1, 1869	July 1, 1899	U. S. coin	6 per cent	Jan. and July	765,000	765,000
California and Oregon Railroad	A	Jan. 1, 1868	Jan. 1, 1888	U. S. coin	6 per cent	Jan. and July	6,000,000	6,000,000
C. P., California and Oregon Div.	B	Jan. 1, 1872	Jan. 1, 1892	U. S. coin	6 per cent	Jan. and July	7,200,000	2,080,000
S. F., Oakland, and Alameda	------	July 1, 1870	July 1, 1890	U. S. coin	8 per cent	------	1,500,000	687,000
San Joaquin Valley	------	Oct. 1, 1870	Oct. 1, 1900	U. S. coin	6 per cent	April and Oct.	6,080,000	6,080,000
Land grant	------	Oct. 1, 1870	Oct. 1, 1890	U. S. coin	6 per cent	April and Oct.	10,000,000	5,949,000
Income	------	May 1, 1878	May 1, 1888	U. S. coin	8 per cent	May and Nov.	6,000,000	3,285,000
Totals	------	------	------	------	------	------	$66,930,000	$54,199,000

TABLE A—Continued.

Character of.	Bonds Redeemed During Year Ending December 31, 1882.		
	Amount.	Cost.	Discount or Premium.
Convertible mortgage bonds	$7,000 00	$7,000 00	
Land grant bonds	711,000 00	766,473 76	$55,473 76
Totals	$718,000 00	$773,473 76	$55,473 76

NOTE.—There were no bonds sold in 1882.

12. Table B. U. S. Government Bonds Issued to the Company.

Bonds.			Payable in Coin or Currency.		Interest.		Bonds.			Remarks.
Character of.	Date of.	Due.	Principal.	Interest.	When Payable.	Rate.	Amount.	Proceeds of Sale— In Currency.	Premium —In Currency.‡	
Issued to Central Pacific Railroad Company.										
U. S. Bonds, 6 per cent, Currency *	1865 to 1872	30 years from date	U. S. Currency		Jan. and July	6	$25,885,120			
Issued to Western Pacific Railroad Company.										
U. S. Bonds, 6 per cent, Currency †	1867 to 1872	30 years from date	U. S. Currency		Jan. and July	6	1,970,560			
Totals							$27,855,680	$27,989,834	$134,274	$120 unsold.

* These bonds were issued by the United States as a loan to aid in the construction of the Pacific railroads. They are to be paid back by company, principal and interest; and annual payments are now required, and being made, amounting to 25 per cent of the net earnings of the roads aided.

† The amount of currency realized on sale of the bonds was converted into coin at a loss to the company of $7,120,073 55; the amount received in coin being $20,735,606 45.

‡ Premium received was credited to Construction Account.

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.	Track and Sidings.			
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
											(b)	(c)	
Main line without State	State line	Terminus	186.5554	411.8146	186.5554	411.8146	598.3700	186.5554	411.8146	65.3727	251.9281	411.8146	663.7427
Main line within State	Oakland Wharf	State line	37.0203	236.6866	37.0203	236.6866	273.7069	37.0203	236.6866	103.7901	140.8104	236.6866	377.4970
Oregon Branch	Roseville	Redding	137.1146	14.9863	137.1146	14.9863	152.1009	137.1146	14.9863	19.6843	156.7989	14.9863	171.7852
Visalia Branch	Lathrop	Goshen	43.0111	103.0685	43.0111	103.0685	146.0796	43.0111	103.0685	12.3100	55.3211	103.0685	158.3896
San José Branch	San José	Niles	7.6299	9.9064	7.6299	9.9064	17.5363	7.6299	9.9064	0.9800	8.6099	9.9054	18.5163
Oakland Branch	Oakland Wharf	Brooklyn		5.6598		5.6598	5.6598		5.6598	0.0674	0.0674	5.6598	5.7272
Alameda Branch	Oakland Point	Alameda Wharf, Melrose, Fruit Vale, Brooklyn	4.5910	6.4280	4.5910	6.4280	11.0190	4.5910	6.4280	1.0559	5.6469	6.4280	12.0749
Total on whole road, December 31, 1882			415.9223	788.5502	415.9223	788.5502	1,204.4725	415.9223	788.5502	203.2604	619.1827	788.5502	1,407.7329
Total constructed during year, net increase										2.9605	2.9605		2.9605
Total within the State constructed during year										2.6796	2.6796		2.6796
Total without the State constructed during year										0.2809	0.2809		0.2809

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.											
	Within State.	Without State.	Total.	Within State.			Without State.			Total.		
	Length in Miles.	Length in Miles.	Length in Miles.	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	734.5092	503.8562	1,238.3654									
Length of steel rail	823.6292	753.4712	4,577.1004									
Total length of iron rail laid during year in construction of sidings				5.3592			0.5618			5.9210		
Total length of iron rail replaced by steel rail during the year—renewal and repairs				70.0378	37.3244	2,614.1189	198.5260	47.1427	9,559.0517	268.5638	44.5823	11,973.1705

TABLE D.

Grants or Donations, in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.	Total Amount of Bonds or Cash	Disposed of.			Inter't accrued to Company December 31, 1882	Remarks.
Character of.	By Whom.		Amount of Bonds.	Cash Realized.	Discount.		The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds*	San Francisco County	$400,000	$400,000	$321,752 75	$78,247 25	$27,865 00	
San Francisco County Bonds†		250,000	250,000	175,000 00	75,000 00		

* The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Miles.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Governm't.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742	9,467,600	1,500,000	7,997,600	$2 50	$19,994,000
Western Pacific*	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,065,000
California and Oregon	12,800	291	3,724,800		3,724,800	2 50	9,312,000
					12,148,400		$30,371,000

* The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

Lands or Property, including Right of Way, donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.
Sacramento City	$20\frac{6}{10}$ acres in the slough at Sacramento
Oakland Water Trust Company	Land Oakland water front
State of California	Half interest in Mission Bay lands, San Francisco

NOTE.—No donation of lands or property other than is specified above in Tables "D" and "E" have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

Bonds Whereof Principal is Payable by Company—Interest by State or other Parties.

Character of.	Date When—		Amount.	Interest.	
	Issued.	Due.		Rate.	By Whom Payable.
Central Pacific	July 1, 1864	July 1, 1884	$1,500,000	7 per ct.	State of California

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Prior to Dec. 31, 1882.					
Lands rented			$18,050 71		$18,050 71
Lands leased			975 00		975 00
Lands sold	1,333,619.31	$4 33	4,910,321 75	$1,149,285 32	6,059,607 07
Timber and stumpage			67,082 68		67,082 68
Total to December 31, 1882	1,133,619.31		$4,996,430 14	$1,149,285 32	$6,145,715 46
During the year	187,833.24	$2 17	$409,023 10	$110,324 71	$519,347 81

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Interest Accrued.	Total.	Principal.	Interest.	Total.
To December 31, 1882	$1,073,056 12	$37,910 81	$1,110,966 93	$3,837,265 75	$1,111,374 51	$4,948,640 26
During year	$261,785 41	$15,446 76	$277,232 17	$643,982 87	$94,743 95	$738,726 82

TABLE F—Continued.

Net cash receipts in coin, deducting discount on currency and expenses.

	Coin and Currency.	Discount on Currency.	Net Coin Receipts.
To December 31, 1882, prior to trust mortgages	$445,571 01		$445,571 01
Subsequent to mortgages	4,590,102 88	$925 24	4,589,177 64
	$5,035,673 89	$925 24	$5,034,748 65

Application of amount placed in hands of Trustees for redemption of bonds. (*To be stated in coin.*)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1882	4,051	$4,051,000 00	$4,004,407 02	$4,589,177 64	$584,770 62	*$46,592 98
During year	711	711,000 00	766,473 66	738,726 82 (b)		†55,473 76
Total				4,589,177 64 (c)		
Cash from sales not placed in hands of Trustees prior to trust mortgage				445,571 01		
Total net receipts as above stated (a)=(b+c)				$5,034,748 65		

*Discount.
†Premium.

Patents received to December 31, 1882—number of acres, including patents to Western Pacific Railroad Company	2,506,187.31
Not including patents to same	2,059,593.94
Number of purchasers to December 31, 1882	4,603
Average number of acres sold to each	246.10

State of California,
City and County of San Francisco. } ss.

Charles Crocker, Second Vice-President of the Central Pacific Railroad Company (the President and First Vice-President being absent from the State), and E. H. Miller, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHARLES CROCKER.
E. H. MILLER, Jr.

Subscribed and sworn to before me, this fourth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francis co, State of California.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Charles Crocker, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
F. S. Douty, Secretary and Treasurer	San Francisco
E. W. Hopkins	San Francisco
W. V. Huntington	San Francisco
W. E. Brown	San Francisco

Business Address of the Company.

Corner Fourth and Townsend Streets ..... San Francisco, California

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

Capital Stock.

1. Capital stock authorized by charter	$4,000,000 00
2. Capital stock authorized by votes of company	4,000,000 00
3. Capital stock issued (number of shares, 5,025); amount paid in	502,500 00
4. Capital stock paid in on shares not issued (number of shares ——)	None
5. Total amount paid in, as per books of the company	502,500 00
6. Amount of capital stock issued but not full paid	None
7. Amount per share still due thereon	Nothing
8. Par value of shares issued	100 00
9. Total number of stockholders	9
10. Number of stockholders in California	8
11. Amount of stock held in California	502,000 00

Debt.

12. Funded debt as follows:	
Bonds	Nothing
Interest paid on same during year	Nothing
Certificates of indebtedness	Nothing
Interest paid on same during year	Nothing
13. Total amount of funded debt	Nothing
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	Nothing
All other debts, current credit balances, etc.	Nothing
15. Total amount of unfunded debt	Nothing
16. Total gross debt liabilities	Nothing
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	$16,574 02

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

3. Superstructure, including rails	$361,124 96
4. Land	6,032 00
Agencies, salaries, and other expenses during construction: Wharves	55,656 07
11. Total cost of construction	$424,118 40

Equipment.

	Number.	To December 31, 1882. Cost.
12. Locomotives	2	$86,203 05
16. Passenger cars	3	
Baggage cars and smoker, combined	1	
17. Freight cars	78	
Other cars	10	

27. Whole amount of permanent investments	$510,321 45
28. Property in California	510,321 45
30. Cash and cash assets	16,574 02
31. Total property and assets of the company	526,895 47

Revenue for the Year.

13. Derived from rents for use of road and equipment when leased	$20,196 00

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local (personal property tax)*	$15 71
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV: Advertising	15 00
5. Total	$30 71

* Taxes noted here are for personal property only. Central Pacific Railroad Company under lease pays all other taxes, road and rolling stock.

Net Income, Dividends, Etc.

1. Total net income		$20,165 29
2. Percentage of same to capital stock and net debt	4.011	
3. Percentage of same to total property and assets	3.827	
5. Dividends declared (4½ per cent) for the year		22,612 50
6. Date of last dividend declared		February 19, 1881
7. Balance for the year, or deficit		2,447 21
8. Surplus at commencement of the year	$19,021 23	
9. Surplus at commencement of the year, as changed by aforesaid entries		19,021 23
10. Total surplus, December 31, 1882		16,574 02

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Leased and operated by the Central Pacific Railroad Company.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Leased and operated by the Central Pacific Railroad Company.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

	December 31, 1882.
Debits.	
Cost of road	$424,118 40
Cost of equipment	86,203 05
Cash, cash assets, and other items:	
Balance of current accounts	16,574 02
Total	$526,895 47
Credits.	
Capital stock	$502,500 00
Profit and loss (profit)	24,395 47
Total	$526,895 47

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Balance January 1, 1882		$26,842 68
Rental from January 1, 1882, to January 1, 1883		20,196 00
General expense	$15 00	
Taxes	15 71	
Dividend No. 3	22,612 50	
Balance to 1883	24,395 47	
	$47,038 68	$47,038 68
Balance January 1, 1883		$24,395 47

Description of Road.

1. Date when the road, or portions thereof, were opened for public use:	
From Santa Monica to Los Angeles	December, 1875
2. Length of main line of road from Santa Monica to Los Angeles	16.83 miles
Length of main line in California	16.83 miles
3. Length of line with track laid, if road is not completed	Completed
10. Total length of road belonging to this company	16.83 miles
11. Aggregate length of siding and other tracks, not enumerated above	1.5433
12. Same in California	18.3733
13. Aggregate length of track belonging to this company computed as single track	18.3733
16. Number of spans of bridges of twenty-five feet and upwards, in California	None
18. Number of wooden bridges (aggregate length, 1,431 feet), in California	7
19. Number of crossings of highways at grade, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11
27. Number of railroad crossings at grade	1
Street railroad at Park Station.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	None

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	2		
Average weight of engines in working order		60,000	
Maximum weight of engines in working order [60,000]			
2. Tenders	2	25,000	
Average weight of tenders full of fuel and water		30,000	
Maximum weight of tenders full of fuel and water [85,000]			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41½ ft.]			
4. Total length of heaviest engine and tender over all [49½ ft.]			
6. Passenger cars	3		
Average weight		37,250	
Maximum weight [37,250]			
7. Mail and baggage cars	1	36,000	
8. Eight-wheel box freight cars	16	19,000	
10. Eight-wheel platform cars	62	15,000	
12. Other cars	10		
13. Total market value (cost)			$86,203 05

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	2
Kind of brake	Vacuum
16. Number of cars equipped with train brakes	4
Kind of brake	Vacuum

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Santa Monica	Los Angeles	16.83	16.83	16.83	16.83	1.5433	(b) 18.3733	18.3733
Total on whole road, December 31, 1882			16.83	16.83	16.83	16.83	1.5433	18.3733	18.3733

The length of rail is double the length of single track, column (b) above.	December 31, 1882.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	36.7466	39.2857	1,443.6159	36.7466	39.2857	1,443.6159

State of California, } ss.
City and County of San Francisco.

Charles Crocker, President of the Los Angeles and Independence Railroad Cempany, and F. S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHARLES CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this sixth day of April, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Charles F. Crocker, President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	Oakland
George E. Gray, Chief Engineer	San Francisco
J. A. Fillmore, Superintendent	San Francisco
Leland Stanford	San Francisco
E. H. Miller, Jr.	San Francisco

Business Address of the Company.

Los Angeles and San Diego Railroad Company ..... San Francisco, California

The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

Capital Stock.

1. Capital stock authorized by charter		$5,600,000 00
3. Capital stock issued (number of shares, 5,708); amount paid in		570,800 00
5. Total amount paid in, as per books of the company		570,800 00
8. Par value of shares issued		100 00
9. Total number of stockholders	9	
10. Number of stockholders in California	8	
11. Amount of stock held in California		569,500 00

Debt.

12. Funded debt as follows:		
Bonds		$536,000 00
Interest paid on same during year	$33,360 00	
13. Total amount of funded debt		$556,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$3,000 00
16. Total gross debt liabilities		$559,000 00
17. Other securities and debt balances		$14,609 80
18. Total net debt liabilities		$544,390 20

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$1,113,490 20
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
11. Total cost of construction	$1,113,490 20

Property Purchased, Etc.

27. Whole amount of permanent investments	$1,113,490 20
28. Property in California	1,113,490 20
30. Cash and cash assets	14,609 80
31. Total property and assets of the company	1,128,100 00

Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds—Character.	Terms and Conditions of Funds.
First mortgage	Sinking Fund, $12,000 yearly, to commence year 1900.

Revenue for the Year.

(Operated by the Central Pacific Railroad Company, and included in its report.)

Net Income, Dividends, Etc.

1. Total net income (rental)		$33,384 00
4. Interest accrued during the year:		
On funded debt		$33,360 00
5. Dividends declared (per cent) for the year. Amount		None
7. Balance for the year, or surplus		$24 00
8. Surplus at commencement of the year	$5,270 89	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	$6,994 89	
9. Deficit at commencement of the year, as changed by aforesaid entries		$1,724 00
10. Total deficit December 31, 1882		$1,700 00

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Operated by the Central Pacific Railroad Company, and included in its report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Operated by the Central Pacific Railroad Company, and included in its report.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

	December 31, 1882.
Debits.	
Cost of road	$1,113,490 20
Cash, cash assets, and other items:	
Current accounts	14,609 80
Profit and loss (loss)	1,700 00
Total	$1,129,800 00
Credits.	
Capital stock	$570,800 00
Funded debt	556,000 00
Other debts:	
Current accounts	3,000 00
Total	$1,129,800 00

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
To general expense	$23 50	
To interest on bonds	33,360 00	
To taxes	5,759 19	
To legal expenses	1,214 20	
By balance		$5,270 89
By road earnings		33,384 00
By balance brought down		1,700 00
	$40,354 89	$40,354 89
To balance brought down		$1,700 00

Description of Road.

1. Date when the road or portions thereof were opened for public use: (See previous report.)	
2. Length of main line of road from Florence to Santa Ana	27.82 miles
Length of main line in California	27.82 miles
10. Total length of road belonging to this company	27.82 miles
11. Aggregate length of siding and other tracks not enumerated above	2.39 miles
12. Same in California	2.39 miles
13. Aggregate length of track belonging to this company computed as single track	30.21 miles
14. Same in California	30.21 miles
19. Number of crossings of highway at grade, in California	37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	37
37. Number of stations on all roads owned by this company	7
38. Same in California	7
40. Miles of telegraph owned by this company	27.82
41. Number of telegraph offices in company stations	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4

Mileage, Traffic, Etc.

(Operated by the Central Pacific Railroad Company, and included in its report.)

List of Accidents in California.

(If any, reported by the Central Pacific Railroad Company.)

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of	Date	Due	In What Money Payable.		Interest.		Authorized Amount.
			Interest	Principal	Rate per cent.	Payable	
First Mortgage	July 1, 1880	July 1, 1910	Gold	Gold	6	Jan. & July	$2,800,000

Total Issued to December 31, 1882.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1882.
$556,000 00	$333 60	$556,000 00

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882. Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State	Florence	Santa Ana	27.82	----------
Total on whole road, December 31, 1882			27.82	----------

The length of rail is double the length of single track.	December 31, 1882—Within the State.					
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	60.42	44	2,658.48	60.42	44	2,658.48

State of California,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fourteenth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

MONTEREY RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Charles Crocker, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	Oakland
George E. Gray, Chief Engineer	San Francisco
A. C. Bassett, Superintendent	San Francisco
W. V. Huntington	San Francisco

Business Address of the Company.

Monterey Railroad Company ..... San Francisco

The Monterey Railroad Company was incorporated January 24, 1880.

Capital Stock.

1. Capital stock authorized by charter		$250,000 00
3. Capital stock issued (number of shares, 2,500); amount paid in		250,000 00
5. Total amount paid in, as per books of the company		250,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	9	
10. Number of stockholders in California	8	
11. Amount of stock held in California		247,300 00

Debt.

12. Funded debt as follows:		
Bonds		$250,000 00
Interest paid on same during year	$72,500 00	
13. Total amount of funded debt		$250,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$1,550 00
Sinking fund		5,000 00
15. Total amount of unfunded debt		$6,550 00
16. Total gross debt liabilities		$256,550 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		18,270 36
18. Total net debt liabilities		$238,279 64

Cost of Road, Equipment, and Property—Road and Branches.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	$493,472 66
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	6,000 00
6. Engine houses and car sheds (turntables included in track)	500 00
7. Machine shops, including machinery and tools	100 00
11. Total cost of construction	$500,072 66

Property Purchased, Etc.

27. Whole amount of permanent investments	$500,132 66
30. Cash and cash assets	18,270 36
31. Total property and assets of the company	$518,403 02

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1882.		Received during year.	On Hand, December 31, 1882.
Character.		Invested.	On Hand.		
First mortgage	Sinking Fund, $5,000 yearly. Commenced year 1882	$5,000	$5,000	$5,000	$5,000

Net Income, Dividends, etc.

1. Total net income (rental)		$20,400 00
4. Interest accrued during the year:		
On funded debt		12,500 00
7. Balance for the year, or surplus		7,900 00
8. Surplus at commencement of the year	$12,154 12	
Deduct entries made in profit and loss account during the year not included in the foregoing statement	3,201 10	
9. Surplus at commencement of the year, as changed by aforesaid entries		8,953 02
10. Total surplus December 31, 1882		16,853 02
11. Paid to Sinking Fund, in hands of Trustees		5,000 00

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Operated by the Southern Pacific Railroad Company, and included in its report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Operated by the Southern Pacific Railroad Company, and included in its report.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$500,072 66
Cost of equipment	60 00
Cash, cash assets, and other items:	
Current accounts	18,270 36
Total	$518,403 02

Credits.

Capital stock	$250,000 00
Funded debt	250,000 00
Other debts:	
Sinking Fund	5,000 00
Due for interest coupons not presented	1,550 00
Profit and loss (profit)	11,853 02
Total	$518,403 02

Profit and Loss Account for the Year ending December 31, 1882.

	Debits.	Credits.
General expense	$23 90	
Taxes	3,177 20	
Interest on bonds	12,500 00	
Sinking Fund	5,000 00	
Balance	11,853 02	
Balance, December 31, 1881		$12,154 12
Road earnings		20,400 00
	$32,554 12	$32,554 12
Balance brought down		$11,853 12

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Castroville to Morocojo	January 11, 1880
From Morocojo to Martinez	January 11, 1880
From Martinez to Bardins	January 11, 1880
From Bardins to Monterey	January 11, 1880
From Bardins to Del Monte	Sept. 12, 1881
From Del Monte to Monterey	Sept. 12, 1881
2. Length of main line of road from Castroville to Monterey	15.12
Length of main line in California	15.12
10. Total length of road belonging to this company	15.12
11. Aggregate length of siding and other tracks not enumerated above	1.43
12. Same in California	1.43
13. Aggregate length of track belonging to this company computed as single track	16.55
14. Same in California	16.55
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	30.24
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5
37. Number of stations on all roads owned by this company	6
38. Same in California	6
40. Miles of telegraph owned by this company	15.12
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

Rolling Stock.

	Number.	Average Weight (Tons).
1. Locomotives	None.	
12. Other cars	2	2,200

List of Accidents in California.

(Reported by Southern Pacific Railroad Company.)

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	April 1, 1880	April 1, 1900	Gold	Gold	5	Semi-annual

Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1882.
		During year.	Overdue.	
$250,000	$250,000	$12,500	$1,550	$250,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882.							
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.				
						Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Steel.	Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Castroville	Monterey	15.12	15.12	15.12	15.12	1.43	(b) 1.43	(c) 15.12	16.55
Total on whole road, December 31, 1882				15.12	15.12	15.12	1.43	1.43	15.12	16.55

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons.)	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	2.86	44	125.83	2.86	44	125.83
Length of steel rail	15.12	$39\frac{2}{7}$	594.10	15.12	$39\frac{2}{7}$	594.00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Monterey Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fourteenth day of June, 1883.

CHAS. J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President	San Francisco
C. P. Huntington, Vice-President	New York
Leland Stanford, Treasurer	San Francisco
J. O'B. Gunn, Secretary	San Francisco
C. F. Crocker	San Francisco
E. H. Miller, Jr.	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco

The Northern Railway Company was incorporated July 19, 1871.

CAPITAL STOCK.*

1. Capital stock authorized by charter		$8,400,000 00
2. Capital stock authorized by votes of company		8,400,000 00
3. Capital stock issued; amount paid in		4,710,500 00
5. Total amount paid in, as per books of the company		4,710,500 00
8. Par value of shares issued		100 00
9. Total number of stockholders	19	
10. Number of stockholders in California	18	
11. Amount of stock held in California		4,643,000 00

DEBT.

12. Funded debt as follows:		
Bonds		$3,148,000 00
Interest paid on same during year	$188,880	
13. Total amount of funded debt		$3,148,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$94,440 00
16. Total gross debt liabilities		$3,442,440 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Materials and supplies on hand		$217,536 96
18. Total net debt liabilities		$3,024,903 04

*In addition to amounts of stock and bonds here shown, there are in preparation bonds amounting to $816,000, stock amounting to $1,480,000, in payment of new road recently completed from Willows to Tehama.

Cost of Road, Equipment, and Property—Road and Branches.*

Construction.

11. Total cost of construction	$8,493,468 60

Equipment.

17. Hand cars	$2,589 70
18. Total for equipment	$2,589 70

*Cost of this road from Willows to Tehama, $2,296,000, not included here as settlement with contractors; though under way, is not completed.

Property Purchased, Etc.

27. Whole amount of permanent investments	$8,496,058 30
28. Property in California	All
30. Cash and cash assets	217,536 96
31. Total property and assets of the company	$8,713,595 26

Expenditures Charged to Property Account During the Year.

2. Bridging (sidings and new tracks)		$25,344 46
4. Land		500 00
Fences		462 77
5. Passenger and freight stations		3,678 32
Woodsheds and water stations		6,765 27
8. Engineering, agencies, salaries, and other expeuses during construction:		
Bridges and trestling		1,678 62
Tool and section houses		1,251 12
Freight on construction and material		10,773 61
18. Total		$50,454 17
19. Property sold and credited to property account during the year:		
Suisun corrals	$18 50	
Timbers, Sixteenth-street fill	322 56	
Land sold John L. Heald	267 00	
Land sold L. B. Wizner	500 00	
		$1,108 06
20. Net addition to property account for the year		$49,346 11

Revenue for the Year.

(Reported by lessees.)

13. Derived from rents for use of road and equipment when leased		$590,617 20
Less paid San Pablo and Tulare Railroad on lease	$167,464 80	
Less general expense	2,067 60	
Less taxes	9,645 93	
		179,178 33
Net earnings		$411,438 87

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

(Reported by lessees.)

Net Income, Dividends, Etc.

1. Total net income		$411,438 87
2. Percentage of same to capital stock and net debt	$4\frac{1}{10}$	
3. Percentage of same to total property and assets	$3\frac{7}{10}$	
4. Interest accrued during the year:		
On funded debt		$188,880 00
5. Dividends declared ($1\frac{3}{4}$ per cent) for the year		82,433 75
6. Date of last dividend declared, No. 2		March 1, 1882
7. Balance for the year, or surplus		222,558 87
8. Surplus at commencement of the year	$620,530 14	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement. Dividend	82,433 75	
9. Surplus at commencement of the year, as changed by aforesaid entries		538,096 39
10. Total surplus, December 31, 1882		$760,655 26

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.
(Included in lessees' report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.
(Included in lessees' report.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

	December 31, 1882.
Debits.	
Cost of road (including road from Willows to Tehama, just completed, and not yet paid for)	$10,789,468 60
Cost of equipment	2,589 70
Cash, cash assets, and other items	217,536 96
Total	$11,009,595 26
Credits.	
Capital stock (including $1,480,000 to be issued to pay in part for new road, Willows to Tehama)	$6,192,500 00
Funded debt (including $816,000 to be issued to pay in part for new road, Willows to Tehama)	3,964,000 00
Other debts	94,440 00
Profit and loss (profit)	760,655 26
Total	$11,009,595 26

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Rental		$590,617 20
Leased road	$167,464 80	
Taxes	9,645 93	
General expense	2,067 60	
Interest	188,880 00	
Profits	222,558 87	
	$590,617 20	$590,617 20

Description of Road.

1. Date when the road or portions thereof were opened for public use:
   - *San Pablo Division—*
     - From West Oakland to Shell Mound — August 16, 1876
     - From Shell Mound to Martinez — January 9, 1878
     - From Benicia to Suisun — December 28, 1879
   - *Northern Division—*
     - From Woodland to Williams — July 1, 1876
     - From Williams to Willows — October 3, 1878
     - From Willows to Orland — July 31, 1882
     - From Orland to Tehama — Sept. 27, 1882
   - *San Pablo and Tulare Railroad (leased)—*
     - From Martinez to Tracy — September 8, 1878

3. Length of line with track laid, if road is not completed — 148.2240 miles
4. Length of double track on main line — 4.6812 miles
5. Branches owned by the company — None
10. Total length of road belonging to this company — 152.7052 miles
11. Aggregate length of siding and other tracks not enumerated above — 32.4134 miles
12. Same in California — 32.4134 miles
13. Aggregate length of track belonging to this company computed as single track — 185.3186 miles
14. Same in California — 185.3186 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California — 35
18. Number of wooden bridges (aggregate length, 15,109 feet), in California — 226

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Bet. Willows and Tehama	Pile trestle	Wood	3,092 feet	1882
Stony Creek	16 spans straining beam	Wood	1,072 feet	1882
Thomas Creek	12 spans straining beam	Wood	768 feet	1882

19. Number of crossings of highways at grade, in California	103
20. Number of crossings of highways over railroad, in California	21
22. Number of highway bridges eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	105
27. Number of railroad crossings at grade	3

Tramway at Pinole (gauge three feet five inches),
Tramway at Martinez.
Local track Central Pacific Railroad, at Oakland Point.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY CENTRAL PACIFIC RAILROAD COMPANY.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).
	From—	To—	
San Pablo and Tulare Railroad	Martinez	Tracy	46.578

Date of Lease.		Amount of Rental.
From—	To—	
September 2, 1878	September 2, 1888	$300 per mile per month

31. Total length of above roads	46.518 miles
36. Number of stations on all roads operated by this company	46
39. Miles of telegraph on line of road operated by this company	149.49
41. Number of telegraph offices in company stations	20

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. and July.

Authorized Amount.	Total Issued, December 31, 1882.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1882.
$6,300,000	$3,148,000; $816,000 to be issued immediately in part pay't of new road	$188,880	$3,148,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.											
			Single.		Double.	Length of Roadway—Single and Double Track.			Reduced to Single Track.					
									Track.		Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
												(b)	(c)	
Main line within State	Oakland	Junction of S. P. & T. R. R., near Martinez	----------	26.3419	4.6812	----------	31.0231	31.0231	----------	35.7043	14,7180	14.7180	35.7043	50.4223
Main line within State	Benicia	Suisun	----------	16.3428	----------	----------	16.3428	16.3428	----------	16.3428	4.9367	4.9367	16.3428	21.2795
Main line within State	Junction of Cal. Pacific near Woodland	Tehama	25.4413	75.4468	----------	25.4411	75.4168	100.3581	25.4413	75.4168	12.7887	38.2000	75.4168	113.6168
Total on whole road, December 31, 1882—Main line			25.4413	118.1015	4.6812	25.4413	122.7827	148.2230	25.4413	127.4639	32.4134	57.8547	127.4639	185.3186
Total constructed during year—Main line			----------	36.0612	----------	----------	36.0612	36.0612	----------	36.0612	6.5299	6.5299	36.0612	42.5911
Total within the State constructed during the year			----------	36.0612	----------	----------	36.0612	36.0612	----------	36.0612	6.5299	6.5299	36.0612	42.5911

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	115.7094	44.0000	5,091.2136	115.7094	44.0000	5,091.2136
Length of steel rail	254.9278	39.2857	10,015.0171	254.9278	39.2857	10,015.0171
Total length of iron rail laid during the year in sidings	13.0598	44.0000	574.6312	13.0598	44.0000	574.6312
Total length of steel rail laid during the year—Main line	72.1224	39.2857	2,833.3790	72.1224	39.2857	2,833.3790
Total length of iron rail replaced by steel rail during the year—Main track	0.3522	39.2857	12.8364	0.3522	39.2857	12.8364

STATE OF CALIFORNIA,
City and Connty of San Francisco. } ss.

W. V. Huntington, President of the Northern Railway Company, and —— ——, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, President.

Subscribed and sworn to by W. V. Huntington before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
C. P. Huntington, Vice-President	New York
George Crocker, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco
Timothy Hopkins	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco, California

The Sacramento and Placerville Railroad Company was incorporated and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company	August 4, 1852
Folsom and Placerville Railroad Company	September 29, 1876

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	$3,050,234 70
Equipment (cost included in the above):	
Locomotives	3
Passenger cars	1
Mail cars	1
Freight cars	65
Other cars	18
24. Investments in transportation lines:	
Old road of Placerville and Sacramento Valley Railroad	$1,520,000 00
26. Total for property purchased, etc.	1,520,000 00
27. Whole amount of permanent investments	1,530,234 70
30. Cash and cash assets	152,489 38
31. Total property and assets of the company	$3,202,724 08

SINKING AND CONTINGENT FUNDS—SHOWING AMOUNT OF SAME, AND THEIR PURPOSE.

Applicable to redemption of what bonds:
First mortgage Sacramento and Placerville Railroad.
Total invested to December 31, 1882 ..... $40,000

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$33,294 75
2. Derived from passengers from and to other roads, over roads operated by this company	None
3. Derived from other roads as tolls for use of passenger cars	None
5. Derived from express and extra baggage (express, $1,800, baggage, $32 55)	1,832 55
6. Derived from mails	1,789 04
7. Total earnings from passenger department	$36,916 34
8. Derived from local freight on roads operated by this company	$57,352 67
9. Derived from other roads as tolls or for use of freight cars	105 00
10. Derived from freight from and to other roads on joint tariff	None
12. Total earnings from freight department	$57,457 67
13. Derived from rents for use of road and equipment when leased	$72,000 00
14. Total transportation earnings	$101,574 01
15. Earnings per mile of road operated	2,052 00
17. Income derived from rent of property, other than road and equipment: From saloon at Folsom, saloon at Shingle Springs, portion of depot land at Sacramento	550 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.):	
Rental of locomotives	$670 00
Miscellaneous receipts	1,487 33
19. Total income derived from all sources	$104,281 34

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local		$19,615 86
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		15,587 28
Salaries to engineers, firemen, etc.		7,888 01
Damages		187 31
Stationery		547 72
5. Total		$33,826 18
6. Proportion belonging to passenger department	$39\frac{1}{10}$	$17,136 04
7. Proportion belonging to freight department	$60\frac{9}{10}$	26,690 14

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)—Track and repairs		$15,186 20
3. Steel rails laid, deducting old rails taken up. (Number of feet, 9,633; weight per yard, 50 pounds)—Replaced iron rails.		Included in track repairs.
4. New ties. (Number, 3,843); cost		1,825 00
5. Repairs of bridges		176 57
6. Repairs of buildings and fixtures (stations and turntables)		241 30
8. Repairs of fences, road crossings, and signs		Included in track repairs.
10. Repairs of locomotives		673 84
14. Fuel for engine and cars: Number of cords of wood, 886¾; cost		4,152 00
15. Water and water stations		180 00
17. Oil and waste (tallow)		280 12
18. Watchmen		720 00
19. Total		$23,435 14
20. Proportion of same to passenger department	$39\frac{1}{10}$	9,163 14
21. Proportion of same to freight department	$60\frac{9}{10}$	14,272 00

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars		$613 76
Passenger traffic expenses		1,199 08
4. Salaries, wages, and incidentals of passenger trains	Passenger and freight not separate.	
5. Salaries, wages, and incidentals of passenger stations		
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same		
8. Total		$1,812 84

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$1,200 35
Repairs of dump and work cars	None
2. New freight cars (charged to operating expenses)	None
3. Damages and gratuities, freight	None
4. Salaries, wages, and incidentals of freight trains:	
Train service, including freight and passenger	4,540 83
Salaries, wages, and incidentals of ferries	None
5. Salaries, wages, and incidentals of freight stations:	
Station service, including freight and passenger	9,355 15
6. Paid corporations or individuals not operating roads for use of freight cars, including freight and passenger	1,243 96
7. Amount paid other roads for balance of mileage of freight cars	None
8. Total	$16,340 29

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$85,414 45
11. Percentage of expenses to transportation earnings	$84\frac{9}{100}$
12. Amount paid other companies as rent for use of road	None

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$18,866 89
2. Percentage of same to capital stock and net debt		$\cdot\frac{62}{100}$
3. Percentage of same to total property and assets		$\cdot\frac{69}{100}$
4. Interest accrued during the year:		
On funded debt		82,150 00
8. Surplus at commencement of the year	$88,520 19	
9. Surplus at commencement of the year, as changed by aforesaid entries		$88,520 19
10. Total surplus, December 31, 1882		25,237 08
11. Paid to sinking funds, in hands of Trustees		20,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$36,916 34
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	17,136 04
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	9,163 14
5. Expenses, "Passenger Traffic," as per Class III, No. 8	1,812 84
6. Total expenses	28,112 02
8. Net earnings	7,725 32

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$57,457 67
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	26,690 14
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	14,272 00
5. Expenses, "Freight Traffic," as per Class IV, No. 8	16,340 29
6. Total expenses	57,302 43
8. Net earnings	155 24

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road		$3,050,234 70
Cost of equipment		40,000 00
Cash, cash assets, and other items:		
C. H. Cummings, cashier	$5 20	
United States Post Office Department	1,154 30	
Pacific Improvement Company	111,329 88	
		112,489 38
Total		$3,202,724 08

Credits.

Capital stock	$1,756,000 00
Funded debt	1,100,000 00
Other debts	321,487 00
Profit and loss (profit)	25,237 08
Total	$3,202,724 08

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Traffic earnings		$104,281 34
Operating expenses	$50,211 31	
Taxes	19,615 86	
Interest	42,150 00	
General expense	15,587 28	
Balance		23,283 11
	$127,564 45	$127,564 45

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom	February 22, 1856
From Folsom to Shingle Springs	June 20, 1865
2. Length of main line of road from Sacramento to Shingle Springs	$47\frac{71}{100}$ miles
Length of main line in California	$47\frac{71}{100}$ miles
3. Length of line with track laid, if road is not completed	$47\frac{71}{100}$ miles
4. Length of double track on main line	None
5. Branches owned by the company	None
10. Total length of road belonging to this company	$47\frac{71}{100}$ miles
11. Aggregate length of siding and other tracks not enumerated above	$6\frac{81}{100}$ miles
13. Aggregate length of track belonging to this company, computed as single track	$54\frac{52}{100}$ miles
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	5 miles
16. Number of spans of bridges (of twenty-five feet and upwards) in California	1
Number of spans of bridges (of twenty-five feet and upwards) outside State	None
17. Number of iron bridges (aggregate length, —— feet,) in California	None
Number of iron bridges (aggregate length, —— feet,) outside State	None
18. Number of wooden bridges (aggregate length, 23.90 feet,) in California	12
Number of wooden bridges (aggregate length, —— feet,) outside State	None
19. Number of crossings of highways at grade, in California	32
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	32
27. Number of railroad crossings at grade	1
G. and P. R. R. crosses C. P. R. R. at Brighton.	
34. Total miles of road operated by this company	47.71
36. Number of stations on all roads operated by this company	16
41. Number of telegraph offices in company stations	5
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	3		$22,000
Average weight of engines in working order		56,933	
Maximum weight of engines in working order [60,200 lbs.]			
2. Tenders		36,833	
Maximum weight of tenders full of fuel and water [40,000 lbs.]			
Average joint weight of engines and tenders	6	93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41 feet 2½ inches]			
3. Total length of heaviest engine and tender over all [49.6 feet]			
6. Passenger cars	1		3,000
Average weight		33,550	
7. Mail and baggage cars	1		4,000
8. Eight-wheel box freight cars	31		18,600
9. Four-wheel box freight cars			10,200
10. Eight-wheel platform cars	34		
12. Other cars (8 section cars, 10 hand cars)			1,125
13. Total market value			$58,925

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	65
15. Number of locomotives equipped with train brakes:	
Kind of brake	Hand
16. Number of cars equipped with train brakes:	
Kind of brake	Hand
17. Number of passenger cars with Miller platform and buffer	None

Mileage, Traffic, Etc.

1. Miles run by passenger trains	13,772
2. Rate of speed of express passenger trains, including stops	20 miles
3. Rate of speed of accommodation trains, including stops (mixed freight and passenger)	5,928
4. Miles run by freight trains	13,772
5. Rate of speed of express freight trains, including stops	12 miles
6. Rate of speed of accommodation freight trains, including stops	13 miles
7. Miles run by other trains, and for what purpose (switching and excursions)	6,593
8. Total train miles run	40,065
9. Total number of passengers carried	20,898½
Number of through passengers going east (All local)	10,986
Number of through passengers going west (All local)	9,912½
Number of local passengers going east (All local)	10,986
Number of local passengers going west (All local)	9,912½
10. Total passenger mileage, or passengers carried one mile	462,654
11. Passenger mileage to and from other roads	None
Average number of miles traveled by each local passenger	2,213
Average number of miles traveled by each through passenger	None
Average number of miles traveled by each passenger, through and local	None
12. Number of tons freight carried (not including gravel)	29,894 240/2000
Number of tons freight from other States, carried	None
Number of tons freight in this State, carried	All in this State
13. Total freight mileage, or tons carried one mile	654,251 230/2000
14. Freight mileage to and from other roads	None
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	3 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	7.19 cents
20. Average rate of fare per mile for all passengers	7.19 cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	3.9 cents
23. Average rate of local freight per ton per mile on roads operated by this company	8.77 cents
25. Average rate of freight per ton per mile for all	8.77 cents
26. Average number of cars in passenger trains (including baggage cars)	2

27. Average number of cars in freight trains—basis of eight-wheel	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	167,200 pounds
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	240,000 pounds
30. Number of persons regularly employed by company, including officers	42
Average monthly pay of engine drivers	$120 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	None
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	44 20
Average monthly pay of mechanics in shops	None
Average monthly pay of laborers	65 00

12. Table A. Funded Debt.

To include all Bonds payable by the Companies, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage, Sacramento Valley Railroad	July 1, 1855	July 1, 1875	Not	specified.	10	Jan. and July
First mortgage, Sacramento and Placerville Railroad	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. and July

Authorized Amount.	Total Issued—December 31, 1882.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1882.
		To December 31, 1882.	During Year.	Overdue.	
$7,000 00	$400,000 00	$260,000 00	$40,000 00	$300,000 00	$400,000 00
16,750 00	700,000 00	----------	42,000 00	----------	700,000 00

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882—Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State	Sacramento	Shingle Springs	4.952	5
Total on whole road, December 31, 1882			4.952	5

The length of rail is double the length of single track.	December 31, 1882.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rails	4.952	98.1120	4,878.880	4.952	98.1120	4,878.880
Length of steel rails	5.	88.	440.	5.	88.	440.

State of California,
City and County of San Francisco. } ss.

—— ——, President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to by W. V. Huntington before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public for the City and County of San Francisco.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Peter Donahue, President	San Francisco
James M. Donahue, Vice-President	San Francisco
James M. Donahue, Secretary	San Francisco
T. I. Bergin, Treasurer	San Francisco
Arthur Hughes	San Francisco
Thomas Donahue	San Francisco

Business Address of the Company.

No. 426 Montgomery Street ..... San Francisco, California

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872
Sonoma and Marin Railroad Company	November 13, 1877
Fulton and Guerneville Railroad Company	May 23, 1877

Capital Stock.

1. Capital stock authorized by charter		$12,350,000 00
2. Capital stock authorized by votes of company		5,000,000 00
5. Total amount paid in, as per books of the company		3,750,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	5	
10. Number of stockholders in California	5	
11. Amount of stock held in California		3,750,000 00

Debt.

14. Unfunded debt:	
All other debts, current credit balances, unpaid bills, payrolls, stage lines, etc.	$56,948 62
16. Total gross debt liabilities	$56,948 62

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand and in bank		$23,064 91
Materials and supplies on hand		10,918 38
		419 72
Other securities and debt balances		289,518 76
18. Total net debt liabilities		$323,921 77

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	Main line	$2,609,795 12	
2. Bridging			
3. Superstructure, including rails			
4. Land	Sonoma and Marin line	534,754 13	
Land damages			$3,144,549 25
Fences			
5. Passenger and freight stations	Building account	$120,251 73	
6. Engine houses, car sheds, and turntables	Shop tools	19,652 73	
7. Machine shops, including machinery and tools			139,904 46
11. Total cost of construction			$3,284,453 71

Equipment.

12. Locomotives (eight)			$107,763 29
16. Passenger cars	Car account	$231,159 30	
Mail cars	Car construction account	46,869 33	
Baggage cars			
17. Freight cars			278,028 63
Other cars			
18. Total for equipment			$385,791 92

Property Purchased and on Hand not Included in the Foregoing Accounts.

19. *Lands.*

Donahue	$8,000 35
Lakeville	3,000 00
Petaluma	5,000 00
Santa Rosa	8,500 00
Fulton	700 00
Mark West	750 00
Healdsburg	4,000 00
Windsor	750 00
	$30,700 35

23. *Steamboat Property.*

	Price Paid.
Steamer James M. Donahue	$155,000 00
Steamer Antelope	90,000 00
Steamer H. Ficker	16,000 00
Steamer M. S. Latham	16,000 00
Launch	1,500 00
Total	$278,500 00

(These are the original cost prices.)

25. *Other Property Purchased.*

Furniture	$6,255 28
Engines	6,500 00
Trucks and scales	3,214 93
	$15,970 21
26. Total for property purchased, etc.	$4,003,863 19
30. Cash and cash assets	323,921 77
31. Total property and assets of the company	$4,327,784 96

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land:		
Fences		$1,136 08
5. Passenger and freight stations (building account)		50 49
7. Machine shops (tools)		127 63
12. Sleeping cars		27,451 59
13. Passenger, mail, and baggage cars		
14. Freight and other cars		
		$28,765 79
17. Any other expenditures charged to property account:		
Reconstruction Sonoma and Marin Branch, between Petaluma and San Rafael		2,173 28
Ukiah extension		899 38
18. Total		$31,838 45
19. Property sold and credited to property account during the year:		
Iron main line	$2,845 71	
Iron S. & M. line	782 20	

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$216,950 41
4. Derived from other sources belonging to passenger department (baggage)	265 91
5. Derived from express	9,961 73
6. Derived from mails	9,888 56
7. Total earnings from passenger department	$237,066 61
8. Derived from local freight on roads operated by this company	$233,910 04
14. Total transportation earnings	$470,976 65
15. Earnings per mile of road operated	$5,091 64
17. Income derived from rent of property, other than road and equipment:	
Transfer Company	5,821 00
Bar on steamer J. M. Donahue	
Rent at Donahue	
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.:)	
Sonoma Valley Railroad Company	$28,529 59
Miscellaneous receipts	444 68
19. Total income derived from all sources	$505,771 83

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local (estimated)	$24,518 15
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expenses of Superintendent	6,598 50
Steamer expenses	53,968 37
Office	10,028 29
Stationery and printing	3,682 02
Advertising	3,412 50
Repairs of steamers	21,738 27

Miscellaneous expenses	$589 85
Wharf expenses and repairs	1,317 77
Legal expenses	4,863 47
Interest and discount	30 45
5. Total	$130,747 64
6. Proportion belonging to passenger department } 7. Proportion belonging to freight department }	Not separated

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$51,441 57
2. Iron rails laid, deducting old rails taken up. (Number of miles, $1\frac{3930}{5280}$; weight per yard, 56 lbs.)	
3. Steel rails laid, deducting old rails taken up. (Number of miles, $2\frac{3179}{5280}$; weight per yard, 50 lbs.)	
4. New ties. (Number, 13,091;) cost	About 40 cents
5. Repairs of bridges	8,715 12
6. Repairs of buildings and fixtures (stations and turntables)	3,399 90
7. Repairs of and additions to machine shops and machinery	1,191 90
10. Repairs of locomotives (also salaries and running same)	20,253 78
14. Fuel for engines and cars: Number of cords of wood, 5,760; cost	21,602 25
15. Water and water stations	2,949 99
16. Fuel for stations and shops } 17. Oil and waste } 18. Switchmen, watchmen, flag and signalmen }	See station and repair account.
19. Total	$109,554 51
20. Proportion of same to passenger department } 21. Proportion of same to freight department }	Not separated

Class III—Passenger traffic expenses.

1. Repairs of all cars	$11,984 10
4. Salaries, wages, and incidentals of all trains	10,015 14
5. Salaries, wages, and incidentals of all stations	18,806 19
8. Total	$40,805 43

Class IV—Freight traffic expenses.

3. Damages and gratuities (freight)	$1,676 88
8. Total	$1,676 88
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$282,784 46
11. Percentage of expenses to total transportation earnings $55\frac{91}{100}$	

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$222,987 37
2. Percentage of same to capital stock and net debt $5\frac{85}{100}$		
3. Percentage of same to total property and assets $5\frac{15}{100}$		
7. Balance for the year, or surplus	$222,987 37	
8. Surplus at commencement of the year	297,768 85	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	80 14	
		$520,836 34
9. Surplus at commencement of the year, as changed by aforesaid entries		297,768 85
10. Total surplus, December 31, 1882		$223,067 49

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road	$3,144,549 25
Cost of equipment	859,313 94
Supplies and materials on hand	11,338 10
Cash, cash assets, and other items: Bills receivable, loans, bank accounts, cash, stage, and rail lines	312,583 67
Total	$4,327,784 96

Credits.

Capital stock	$3,750,000 00
Other debts:	
Unpaid bills	45,838 98
Payroll	9,900 45
Stage lines	999 46
Sundry accounts	209 73
Profit	520,836 34
Total	$4,327,784 96

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Credits.
By net earnings	$222,987 37
By sundry items	80 12
Total	$223,067 49

DESCRIPTION OF ROAD.

1. *Date when the road or portions thereof were opened for public use.*

From—	To—	Miles.	Date of Opening.
Donahue	Santa Rosa	23	January 1, 1870
Santa Rosa	Windsor	9	March 1, 1871
Windsor	Grants	4	April 10, 1871
Grants	Healdsburg	2	July 1, 1871
Healdsburg	Cloverdale	18	April 15, 1872
Fulton	Guerneville	16	May 29, 1876
Petaluma	San Rafael	20½	June 2, 1879
		92½	

2. Length of main line of road from Donahue to Cloverdale	56 miles
. Length of main line in California	56 miles
5. Branches owned by the company:	
Fulton to Guerneville	16 miles
Petaluma Junction to San Rafael	20½ miles
6. Total length of branches owned by the company	36½ miles
10. Total length of road belonging to this company	92½ miles
11. Aggregate length of siding and other tracks not enumerated above	10¾ miles
13. Aggregate length of track belonging to this company computed as single track	103¼ miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	6
16. Number of spans of bridges of twenty-five feet and upwards, in California	16
18. Number of wooden bridges (aggregate length, 1,525 feet), in California	11
19. Number of crossings of highways at grade, in California	117
20. Number of crossings of highways over railroad, in California	2
22. Number of highway bridges eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	119
34. Total miles of road operated by this company	92½
35. Total miles of road operated by this company in California	92½
36. Number of stations on all roads operated by this company	31
37. Number of stations on all roads owned by this company	31
39. Miles of telegraph on line of road operated by this company	76½
41. Number of telegraph offices in company stations	9
42. Number of telegraph stations operated by this company	9

Rolling Stock.

	Number.	Average Weight.
1. Locomotives	8	
Average weight of engines in working order		57,000
Maximum weight of engines in working order [64,000]		
2. Tenders	8	
Average weight of tenders full of fuel and water		37,500
Maximum weight of tenders full of fuel and water [57,000]		
Average joint weight of engines and tenders		94,500
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [42 feet]		
4. Total length of heaviest engine and tender over all [53 feet]		
6. Passenger cars	9	
Average weight		37,000
Maximum weight [38,000]		
7. Mail and baggage cars	3	
8. Eight-wheel box freight cars	40	
9. Four-wheel box freight cars	None	
10. Eight-wheel platform cars	142	
11. Four-wheel platform cars	20	
12. Other cars:		
1 sleeper, 3 caboose, and 2 pile drivers	6	
Hand and push	31	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	192
15. Number of locomotives equipped with train brakes	5
Kind of brake: Westinghouse.	
16. Number of cars equipped with train brakes	14
Kind of brake: Westinghouse.	
17. Number of passenger cars with Miller platform and buffer	9

Mileage, Traffic, Etc.

1. Miles run by passenger trains	373,706
2. Rate of speed of express passenger trains, including stops	25
3. Rate of speed of accommodation trains, including stops	20
4. Miles run by freight trains, loaded	486,936
Miles run by freight trains, empty	307,902
5. Rate of speed of express freight trains	None
6. Rate of speed of accommodation freight trains, including stops	10
7. Miles run by other trains, and for what pursose (gravel and work trains)	2,280
9. Total number of passengers carried	151,840
Number of local passengers going north	76,956
Number of local passengers going south	74,884
10. Total passenger mileage, or passengers carried one mile	7,074,171
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger (including steamers)	46.59
12. Number of tons freight carried (not including gravel)	85,054
Number of tons freight in this State, carried	85,054
Number of tons freight produced in this State, carried	85,054
13. Total freight mileage, or tons carried one mile	3,682,308
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	$2\frac{21}{100}$ cents
20. Average rate of fare per mile for all passengers	$3\frac{06}{100}$ cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{33}{100}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$6\frac{35}{100}$ cents
25. Average rate of freight per ton per mile for all	$6\frac{35}{100}$ cents
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	18
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	229,500 pounds
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	384,500 pounds

30. Number of persons regularly employed by company, including officers	229
Average monthly pay of employés, other than officers	$58 49
Average monthly pay of engine drivers	100 to 110 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	87 50
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	60 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers and section men	47 40

Relating to Passengers.

2. Passengers to San Francisco (including season)	57,354
3. Passengers from San Francisco (including season)	55,579

List of Accidents in California.

	From causes beyond their own control — in California.		From their own misconduct or carelessness — in California.		Total — in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	--------	--------	1	--------	1	--------	1	--------
Total	--------	--------	1	--------	1	--------	1	--------

Statement of Each Accident in California.

September 21—At Santa Rosa station, S. W. Holliday, of Ukiah, in attempting to jump from one car to another, while they were uncoupled and moving in the same direction, fell between the two cars, the last one passing over and killing him.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

			Length of Track December 31, 1882.								
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.			
								Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Iron.	Steel.	Iron and Steel.
									(b)	(c)	
Main line within State	Donahue	Cloverdale	50	6	50	6	56	6½	56½	6	62½
	Fulton	Guerneville	16	--------	16	--------	16	2½	18½	--------	18½
	Petaluma Junction	San Rafael	20½	--------	20½	--------	20½	1¾	22¼	--------	22¼
Total on whole road, December 31, 1882			86½	6	86½	6	92½	10¾	97¼	6	103¼

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882—Within the State.						
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Lbs).	Total Weight (Tons).	Total Weight (Tons).
Length of iron rail	194½	44	8,558	----------	----------	----------	8,558
Length of steel rail	12	39¼	471	----------	----------	----------	471
Total length of iron rail laid during the year	----------	----------	----------	$1\frac{3030}{5280}$	98,560	$69\frac{560}{2240}$	$69\frac{560}{2240}$
Total length of steel rail laid during the year	----------	----------	----------	$2\frac{4170}{5280}$	88,000	$109\frac{1340}{2240}$	$109\frac{1340}{2240}$
Total length of iron rail replaced by steel rail during the year	----------	----------	----------	$2\frac{4170}{5280}$	----------	----------	----------

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Arthur Hughes, General Manager of the San Francisco and North Pacific Railroad Company, and Thomas W. Johnston, Auditor of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

ARTHUR HUGHES.
THOMAS W. JOHNSTON.

Subscribed and sworn to before me, this twenty-third day of November, 1883.

J. T. KINGWELL, Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
Charles Crocker, Vice-President	San Francisco
George Crocker, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
E. H. Miller, Jr.	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco

The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter		$3,750,000 00
2. Capital stock authorized by votes of company		3,750,000 00
3. Capital stock issued [number of shares, 18,610]; amount paid in		1,861,000 00
5. Total amount paid in, as per books of the company		1,861,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	17	
10. Number of stockholders in California	16	
11. Amount of stock held in California		18,133,000 00

DEBT.

12. Funded debt as follows:		
Bonds		$1,023,000 00
Interest paid on same during year	$61,380	
13. Total amount of funded debt		1,023,000 00
16. Total gross debt liabilities		1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		$101,033 11
18. Total net debt liabilities		$921,996 89

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	$2,914,822 49
26. Total for property purchased, etc.	$2,914,822 49
30. Cash and cash assets	101,033 11
31. Total property and assets of the company	$3,015,855 60

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$7,178 25
2. Bridging and trestling		929 04
4. Land:		
Fences		324 06
5. Passenger and freight stations		378 49
Woodsheds and water stations		364 37
18. Total		$9,200 30
20. Net addition to property account for the year		9,200 30

Revenue for the Year.

(Traffic earnings and operating expense included in report of Central Pacific Railroad Company.)		
13. Derived from rents for use of road and equipment when leased		$167,464 80
Less taxes	$2,210 46	
General expenses	1,452 46	
		3,662 92
Net earnings		$163,801 88

Net Income, Dividends, Etc.

1. Total net income		$163,801 88
2. Percentage of same to capital stock and net debt	.059	
3. Percentage of same to total property and assets	.054	
4. Interest accrued during the year:		
On funded debt		$61,380
5. Dividends declared (--per cent) for the year. Amount		930 50
6. Date of last dividend declared (No. 2)		March 1, 1882
7. Balance for the year, or surplus		$102,421 88
8. Surplus at commencement of the year	$122,483 72	
Deduct entries made in profit and loss account during the year not included in the foregoing statement dividend	930 50	
9. Surplus at commencement of the year, as changed by aforesaid entries		29,433 72
10. Total surplus December 31, 1882		$131,855 60

Earnings, Expenses, Net Earnings, etc., of Passenger Department.

(Included in report of Central Pacific Railroad Company.)

Receipts, Expenses, Net Earnings, etc., of Freight Department.

(Included in report of Central Pacific Railroad Company.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$2,914,822 49
Cash, cash assets, and other items	101,033 11
Total	$30,015,855 60

Credits.

Capital stock	$1,861,000 00
Funded debt	1,023,000 00
Profit and loss (profit)	131,855 60
Total	$3,015,855 60

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
Rental		$167,464 80
Taxes	$2,210 46	
General expense	1,452 46	
Interest	61,380 00	
Profit	102,421 88	
Totals	$167,464 80	$167,464 80

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez	Sept. 3, 1878
3. Length of line with track laid, if road is not completed	46.5180
10. Total length of road belonging to this company	46.5180
11. Aggregate length of siding and other tracks not enumerated above	9.9716
12. Same in California	9.9716
13. Aggregate length of track belonging to this company computed as single track	56.4896
14. Same in California	56.4896
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	46.5180
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 5,630 feet) in California	79
19. Number of crossings of highways at grade, in California	33
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
27. Number of railroad crossings at grade	1
Central Pacific Railroad at Tracy.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	3
Pittsburg Railroad (18½ feet in clear.)	
Black Diamond Railroad (19 feet in clear.)	
Empire Railroad (19 feet in clear.)	
34. Total miles of road operated by this company	9
40. Miles of telegraph owned by this company	46½
41. Number of telegraph offices in company stations	8

TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	April 1, 1878	April 1, 1908	Gold	Gold	6	Oct. and April

Authorized Amount.	Total Issued, December 31, 1882.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1882.
$3,750,000	$1,023,000	$61,380	$1,023,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.							
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.				
						Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Tracy	Near Martinez	46.5180	46.5180	46.5180	46.5180	9.9716	9.9716	46.5180	56.4896
Total on whole road, December 31, 1882			46.5180	46.5180	46.5180	46.5180	9.9716	9.9716	46.5180	56.4896
Total constructed during year							0.0493	0.0493		0.0493
Total within the State constructed during year							0.0493	0.0493		0.0493

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	19.9432	44	877.5008	19.9432	44	877.5008
Length of steel rail	93.0360	39.2857	3,654.9844	93.0360	39.2857	3,654.9844
Total length of old iron rail laid during the year in constructing sidings	0.0986	44	4.3384	0.0986	44	4.3384

State of California,
City and County of San Francisco. } ss.

Leland Stanford, President of the San Pablo and Tulare Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, California.

SOUTHERN PACIFIC RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Chas. Crocker, President	San Francisco
Chas. F. Crocker, Vice-President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	Oakland
Geo. E. Gray, Chief Engineer	San Francisco
A. C. Bassett Superintendent,	San Francisco
Jerome Madden, Land Agent	San Francisco
Moses Hopkins	San Francisco
Chas. Mayne	San Francisco
W. V. Huntington	San Francisco

Business Address of the Company.

Southern Pacific Railroad Company ..... San Francisco

The Southern Pacific Railroad Company was incorporated December 18, 1874, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
Southern Pacific R. R. Co.	Aug. 19, 1873	Southern Pacific R. R. Co.	Oct. 12, 1870	San Francisco and San José R. R. Co.	Aug. 18, 1860
Los Angeles and San Pedro R. R. Co.	Feb. 18, 1863.	Southern Pacific R. R. Co.	Dec. 23, 1873.	Southern Pacific R. R. Co.	Dec. 2, 1865
				Santa Clara and Pajaro Val. R. R. Co.	Jan. 2, 1868
				Cal. Southern R. R. Co.	Jan. 22, 1870

Capital Stock.

1. Capital stock authorized by charter		$90,000,000 00
3. Capital stock issued [number of shares, 400,770]; amount paid in		40,077,000 00
4. Capital stock paid in on shares not issued [number of shares, 16,450]		286,900 00
5. Total amount paid in, as per books of the company		40,363,900 00
7. Amount per share still due thereon	$80 per share on 12,240 shares $90 per share on 4,210 shares	82 55
8. Par value of shares issued		100 00
9. Total number of stockholders	36	
10. Number of stockholders in California	30	
11. Amount of stock held in California		34,545,950 00

Debt.

12. Funded debt as follows:		
Bonds		$30,888,000 00
Interest paid on same	$1,699,680 00	
13. Total amount of funded debt		$30,888,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$215,644 19
All other debts, current credit balances, etc.		525,579 81
Sinking fund		100,000 00
15. Total amount of unfunded debt		$841,224 00
16. Total gross debt liabilities		$31,729,224 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		$4,935 27
Material and supplies on hand		105,485 17
Sinking funds		1,586,774 69
18. Total net debt liabilities		$30,032,028 87

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	$68,566,265 75
4. Land	
Land damages	
Fences	
5. Passenger and freight stations, and water stations	634,855 57
6. Engine houses and car sheds	99,816 16
7. Machine shops, including machinery and tools	138,915 89
9. Engineering—Agencies, salaries, and other expenses during construction: (Included in contract for construction of road.)	
11. Total cost of construction	$69,439,853 37

Equipment.

	No.	Cost.
12. Locomotives	50	$617,811 53
14. Parlor cars	2	15,232 42
16. Passenger cars	84	362,406 22
Mail cars	3	10,689 55
Baggage cars	10	31,009 25
17. Freight cars	1,310	1,143,501 12
Other cars	247	33,256 80
18. Total for equipment	------	$2,213,907 59

Property Purchased and on Hand, not Included in the Foregoing Accounts.

27. Whole amount of permanent investments	$71,653,760 96
28. Property in California	71,653,760 96
29. Amount of supplies and materials on hand	105,485 17
30. Cash and cash assets	1,591,709 96
31. Total property and assets of the company	$73,350,956 09

32. Sinking and Contingent Funds.

Showing amouut of same, and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1882.			Received during year.	Applied during year.	On Hand Dec. 31, 1882.
Character.	Series.		Invested.	Applied.	On Hand to Cr. of Trustees.			
First Mortgage	A	Proceeds of sales of government lands.	$1,691,514 59	$1,600,349 46	$91,165 13	$387,968 43	$603,214 56	$91,165 13
First Mortgage	B							
First Mortgage	C	Sinking fund, one hundred thousand dollars yearly, to commence 1882.	100,000 00	----------	100,000 00	100,000 00	----------	100,000 00
First Mortgage	D							
First Mortgage	E							

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$6,343,960 82
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		2,372 04
Woodsheds and water stations		
7. Machine shops		359 78
9. Locomotives	[2]	27,911 85
13. Passenger, mail, and baggage cars	[10]	53,780 12
14. Freight and other cars	[398]	283,711 98
18. Total		$6,712,096 59
19. Property sold and credited to property account during the year:		
Buildings		5,919 00
20. Net addition to property account for the year		$6,706,177 59

Revenue for the Year.

1. Derived from local passengers on roads operated by this company		$518,590 25
2. Derived from passengers from and to other roads, over roads operated by this company		11,873 24
5. Derived from express ($13,767 80) and extra baggage ($777 34)		1,445 14
6. Derived from mails		12,511 62
7. Total earnings from passenger department		$537,520 25
8. Derived from local freight on roads operated by this company		$672,295 16
12. Total earnings from freight department		$672,295 16
13. Derived from rents for use of road and equipment when leased		$1,666,666 00
14. Total transportation earnings		1,229,815 41
15. Earnings per mile of road operated	176.01 miles	$6,987 19
16. Earnings per train mile (total passenger and freight)	468,590 miles	2 62
17. Income derived from rent of property, other than road and equipment		11,497 27
Storage		6,063 51
Miscellaneous		7,023 16
Telegraph		3,000 00
19. Total income derived from all sources		$2,924,065 35

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local (northern division)		$58,613 80
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV. (General accounts, embracing salaries of general offices, general office expenses, legal expense, etc., northern division)		37,633 89
Expense of Superintendents		5,565 01
Station service (less Classes III and IV)		33,236 12
Train service		78,810 57
Office expenses		37,887 47
Stationery and printing		8,572 53
Advertising		7,131 79
Repair of tools		4,808 21
Miscellaneous expenses		851 51
Locomotive service (less Class II, Nos. 14 and 17)		55,437 46
5. Total		$328,548 26
6. Proportion belonging to passenger department	45⅓ per cent	$148,941 92
7. Proportion belonging to freight department	54⅔ per cent	179,606 44

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		$96,468 57
3. Steel rails laid, deducting old rails taken up. (Number of miles, $16\frac{2869}{5284}$; weight per yard, 50 pounds—to replace iron rails)		7,516 23
5. Repairs of bridges		23,054 39
6. Repairs of buildings and fixtures (stations and turntables)		8,354 15
8. Repairs of fences, road crossings, and signs		9,126 37
10. Repairs of locomotives		25,329 21
14. Fuel for engines and cars:		
Number of cords of wood, $593\frac{1}{2}$		2,921 72
Number of tons of coal, $12,248\frac{1}{2}$		77,159 67
15. Water and water stations		6,533 40
17. Oil and waste		4,365 91
19. Total		$260,829 62
20. Proportion of same to passenger department	$45\frac{1}{3}$ per cent	$118,242 76
21. Proportion of same to freight department	$54\frac{2}{3}$ per cent	142,586 86

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$24,168 28
3. Damages and gratuities, passengers	3,634 21
4. Salaries, wages, and incidentals of ferries	586 75
5. Salaries, wages, and incidentals of passenger stations	12,540 32
8. Total	$40,929 56

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$29,949 12
3. Damages and gratuities, freight	956 17
5. Salaries, wages, and incidentals of freight stations	36,801 47
8. Total	$67,707 46

9. Total expenses of operating the road embraced in Classes I, II, III, and IV, No. 12		$718,655 70
10. Per train mile (total passenger and freight and mixed, 468,590)		1 53
11. Percentage of expenses to total transportation earnings	$58\frac{43}{100}$	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:		
Monterey Railroad Company, $15\frac{12}{100}$ for year; passenger, $45\frac{1}{3}$ per cent, freight, $54\frac{2}{3}$ per cent		20,640 70
Taxes Southern Division, leased road		265,375 10
General accounts:		
Embracing salaries of general officers, general office expenses, legal expense, etc. (Southern Division, leased road)		127,230 40
13. Total expenses		$1,111,261 20

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$1,812,804 15
4. Interest accrued during the year:		
On funded debt	$16,996 80	
On other debt	12,754 69	
Total		1,712,434 69
5. Dividends declared for the year		None
7. Balance for the year, or surplus		100,369 46
8. Surplus at commencement of the year	$503,462 63	
Add entries made in profit and loss account during the year, not included in the foregoing statement	754,000 00	
9. Surplus at commencement of the year, as changed by aforesaid entries		1,257,462 63
10. Total surplus December 31, 1882		1,359,832 09
11. Paid to sinking funds, in hands of Trustees		100,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$557,520 25
2. Per passenger train mile	1 76
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	148,941 92
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	118,242 76

5. Expenses, "Passenger Traffic," as per Class III, No. 8	40,929 56
45½ per cent taxes (subdivision 12, page 16)	9,359 12
6. Total expenses	317,471 36
7. Per passenger train mile	1 00
8. Net earnings	240,048 89
9. Per passenger train mile	76

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$672,295 16
2. Per freight train mile, including half mixed (151,064 miles)	4 45
3. Expenses, proportion of "General Traffic Expenses," as per Class 1, No. 7	179,606 44
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	142,586 86
5. Expenses, "Freight Traffic," as per Class IV, No. 8	67,707 46
54⅔ per cent taxes (subdivision 12, page 16)	11,282 58
6. Total expenses	401,184 34
7. Per freight train mile	2 65
8. Net earnings	271,110 82
9. Per freight train mile	1 80

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road	$69,439,853 37
Cost of equipment	2,213,907 59
Supplies and materials on hand	105,485 17
Cash, cash assets, and other items:	
Cash	4,935 27
Current accounts	1,553,381 75
Other accounts	33,392 94
Total	$73,350,956 09

Credits.

Capital stock	$40,363,900 00
Funded debt	30,888,000 00
Other debts:	
Trustees of mortgage	91,165 13
Sinking fund	100,000 00
Due for interest coupons not presented	13,065 00
Current accounts	636,993 87
Profit and loss (profit)	1,257,832 09
Total	$73,350,956 09

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
To operating expenses	$614,891 78	
To removal of track	7,516 23	
To general expenses	84,012 02	
To legal expenses	80,852 27	
To taxes	323,520 47	
To street assessments	468 43	
To interest	12,754 69	
To interest on bonds	1,699,680 00	
To premium and discount on bonds and stock	8,214 56	
To sinking fund	100,000 00	
To balance	1,257,832 09	
By balance December 31, 1881		$503,462 63
By road earnings		2,924,065 35
By road earnings, account of contract with W., F. & Co.		159,000 00
By Trustees' first mortgage bonds		603,214 56
	$4,189,742 54	$4,189,742 54
By balance brought down		$1,257,132 09

Description of Road.

1. Date when portions of the road were opened for public use:

From San Francisco to Menlo Park	October 17, 1863
From Menlo Park to San José	January 16, 1864
From San José to Perry's	January 11, 1869
From Perry's to Gilroy	March 13, 1869
From Gilroy to Pajaro	Nov. 27, 1871
From Pajaro to Salinas	Nov. 1, 1872
From Salinas to Soledad	August 12, 1873
From Carnadero to Hollister	July 31, 1870
From Hollister to Tres Pinos	August 12, 1873
From Goshen to Huron	February 1, 1877
From Goshen to Tripton	July 25, 1872
From Tripton to Delano	July 14, 1873
From Delano to ten miles south of Lerdo	August 1, 1874
From ten miles south of Lerdo to Sumner	October 26, 1874
From Sumner to Caliente	April 26, 1875
From Caliente to Keene's	May 26, 1876
From Keene's to Mojave	August 9, 1876
From Mojave to Tunnel	Sept. 6, 1876
From Tunnel to San Fernando	January 1, 1876
From San Fernando to Los Angeles	April 15, 1874
From Los Angeles to Spadra	April 15, 1874
From Spadra to Colton	July 16, 1875
From Colton to Indio	May 29, 1876
From Indio to Dos Palmas	March 8, 1876
From Dos Palmas to Pilot Knob	April 29, 1877
From Pilot Knob to Colorado River	May 23, 1877
From Los Angeles to Wilmington	October 26, 1869
From Mojave to Calico	Nov. 13, 1882

2. Length of main line of road from San Francisco to Colorado River	834.10 miles
Length of main line in California	834.10 miles
10. Total length of road belonging to this company	834.10 miles
11. Aggregate length of siding and other tracks not enumerated above	84.99 miles
12. Same in California	84.99 miles
13. Aggregate length of track belonging to this company computed as single track	919.09 miles
14. Same in California	919.09 miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail:	
Weight per yard, 50 pounds	1,023.36 miles
Weight per yard, 56 pounds	56.42 miles
Weight per yard, 60 pounds	96.76 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	55
18. Number of wooden bridges (aggregate length, 3,737 feet) in California	23

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Over Mojave River	Straining beam	Wood	720 feet	October
Northern Division	Girder	Wood	27 feet	

19. Number of crossings of highways at grade, in California	395
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	3
23. Number of highway bridges less than eighteen feet above track, in California	2
24. Number of highway crossings at which gates or flagmen are maintained, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	393
27. Number of railroad crossings at grade	1
At Santa Clara, over South Pacific Coast Railroad.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	None

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

30. *Names, description, and length of each.*

Name of Company.	Termini. From—	Termini. To—	Length (Miles).
Monterey Railroad Company	Castroville	Monterey	15¼

Date of Lease. From—	Date of Lease. To—	Amount of Rental.
January 1, 1880	60 days' notice	$1,700 per month

31. Total length of above road	15.12
32. Total length of above roads in California	15.12
34. Total miles of road operated by this company	176.01
35. Total miles of road operated by this company in California	176.01
36. Number of stations on all roads operated by this company	64
37. Number of stations on all roads owned by this company	139
38. Same in California	139
39. Miles of telegraph on lines of road operated by this company	176.01
40. Miles of telegraph owned by this company	834.10
41. Number of telegraph offices in company stations	61
42. Number of telegraph stations operated by this company	27
43. Number of telegraph stations operated jointly by railroad and telegraph companies	27

Rolling Stock.

	Number.	Average Weight—tons of 2,000 pounds.	Market Value.
1. Locomotives	50		In the absence of any demand for rolling stock there is no basis upon which the market value can be determined.
Average weight of engines in working order		31.5	
Maximum weight of engines in working order [38.2 tons]			
2. Tenders	50		
Average weight of tenders full of fuel and water		22.7	
Maximum weight of tenders full of fuel and water [22.7 tons]			
Average joint weight of engines and tenders		54.6	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [45 feet]			
4. Total length of heaviest engine and tender over all [53.2 feet]			
6. Passenger cars	86		
Average weight		18.2	
7. Mail and baggage cars	13	15.7	
8. Eight-wheel box freight cars	950	9.8	
10. Eight-wheel platform cars	365	8.0	
12. Other cars	242	2.2	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	1,315
15. Number of locomotives equipped with train brakes	25
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	106
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	99

Mileage, Traffic, Etc.

1. Miles run by passenger trains	292,133
2. Rate of speed of express passenger trains, including stops, miles per hour	$34\frac{15}{100}$
3. Rate of speed of accommodation trains, including stops (average)	$25\frac{83}{100}$
5. Rate of speed of express freight trains, including stops, miles per hour	$12\frac{1}{2}$
6. Rate of speed of accommodation freight trains, including stops, miles per hour	$6\frac{45}{100}$
7. Miles run by other trains, and for what purpose:	
Mixed freight and passenger	50,786
Gravel train	637
Pay train	3,762
8. Total train miles run	472,989
9. Total number of passengers carried	535,095
Number of through passengers going east (or north)	None
Number of through passengers going west (or south)	None
Number of local passengers going east (or north)	$266,096\frac{1}{2}$
Number of local passengers going west (or south)	$268,798\frac{1}{2}$
10. Total passenger mileage, or passengers carried one mile	19,357,351
11. Passenger mileage to and from other roads	1,335,258
Average number of miles traveled by each local passenger	$36\frac{18}{100}$ miles
Average number of miles traveled by each through passenger	None
Average number of miles traveled by each passenger, through and local	$36\frac{18}{100}$ miles
12. Number of tons freight carried (not including gravel)	301,859
Number of tons of each class of freight, produced in this State, carried:	
Asphaltum	2
Grain	109,239
Shingles	1,662
Brick	5,281
Hay	25,370
Stock	24,600
Charcoal	83
Lime	2,698
Tan bark	360
Coal	7,544
Lumber	17,948
Vegetables	5,240
Fence posts	800
Milk	3,150
Wood	4,880
Flour	9,158
Pickets	870
Wool	1,519
Fruit	3,964
Quicksilver	1,058
Merchandise	76,433
13. Total freight mileage, or tons carried one mile	21,897,984
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cts. maximum
16. Lowest rate of fare per mile for any distance (single fare)	$2\frac{72}{100}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	$2\frac{85}{100}$ cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No ferry
18. Average rate of fare per mile received from passengers to and from other roads	$2\frac{60}{100}$ cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	$0\frac{68}{100}$ cents
20. Average rate of fare per mile for all passengers	$2\frac{68}{100}$ cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	2 cents
23. Average rate of local freight per ton per mile on roads operated by this company	$3\frac{3}{7}$ cents
26. Average number of cars in passenger trains (including baggage cars)	$4\frac{55}{100}$
27. Average number of cars in freight trains—basis of eight-wheel	$23\frac{88}{100}$
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	282,371
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	568,890
30. Number of persons regularly employed by company, including officers	578
Average monthly pay of employés, other than officers	$66 99
Average pay of engine drivers	$3 50 to $4 25 per day.

Average monthly pay of passenger conductors	$85 to $100 and $110.
Average monthly pay of freight conductors	$85 to $100 and $110.
Average monthly pay of baggage masters	$75
Average monthly pay of brakemen, flagmen, yardmen, and switchmen	$65 to $100
Average pay of section men	$1 75 per day and $65 per month.
Average pay of mechanics in shops	20 cents to 40 cents per hour.
Average pay of laborers	$1 75 to $2 00 per day.

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip)	72,660
2. Passengers to San Francisco (including season)	208,645½
3. Passengers from San Francisco (including season)	210,701½
4. Season ticket passengers to and from San Francisco (one round trip daily)	72,660

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	--------	--------	--------	4	--------	4	--------	4
Employés	--------	1	1	5	1	6	1	6
Others	--------	--------	4	6	4	6	4	6
Totals	--------	1	5	15	5	16	5	16

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

F. M. Bellisle—Caught between morning passenger coach and one of the end doors of car shop; injuries slight. January fifth.

Henry R. Jones—Struck by train, while lying on track drunk, and killed. January twentieth.

E. A. Murphy—Struck by shed overhead, and thrown from train; injuries slight. March eleventh.

Unknown man—Struck by freight train at night, while crossing bridge, and killed. May twelfth.

Matthew Filmore—Attempted to board train in motion; fell, and was run over; died. May twenty-second.

Albert Deitrick—Thrown from engine by the breaking of connecting rod; injuries slight. May twenty-third.

James McCarthy—Hanging on train, stealing a ride, fell, and had leg cut off. June sixth.

R. Livingston—Caught between cars, while coupling; injuries slight. June eighteenth.

Albert S. Williams—Car passed over right foot, while he was lying on track intoxicated. July twenty-third.

G. T. Buckhalter—Caught between cars, while coupling; injuries slight. August seventh.

Wm. Noglsing—Foot run over, by morning hand car; injury slight. August seventh.

Fred. Harwood—Fell while boarding morning engine; was run over and killed. August twenty-sixth.

Otto Kappe—Struck by morning train, after full warning; not seriously. October fifth.

—— Snulovich—Jumped from morning train; injuries very slight. October eleventh.

Unknown woman—Crawled under freight train, while at terminus; went to sleep; was run over and killed; supposed to have been intoxicated. October eleventh.

—— Fabbri—Struck by engine while switching, and thrown from wagon; only slightly injured. October fourteenth.

G. Warren—Jumped from moving train; injuries slight. October twenty-fifth.

—— Taylor—Jumped from moving train; injuries slight. November tenth.

Unknown Chinaman—Jumped from moving train on head; afterwards died. November twenty-second.

John Cunliffe—Thrown from wagon, while attempting to cross track in front of moving train, after full warning of its approach had been given; injuries slight. December first.

Mary Hewitt—Stepped in front of moving train; was struck by engine, and thrown from track and killed. December twenty-eighth.

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Principal and Interest.	Interest.		Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1882.
					Rate.	Payable.			During year.	Overdue.	
First mortgage	A	April 1, 1875	April 1, 1905	Gold	6	Oct. 1 and April 1	$15,000,000	$15,000,000	$848,700		$14,051,000
First mortgage	B	Oct. 1, 1875	Oct. 1, 1905	Gold	6	April 1 and Oct. 1	5,000,000	5,000,000	298,800		4,980,000
First mortgage	C	Oct. 1, 1876	Oct. 1, 1906	Gold	6	April 1 and Oct. 1	5,000,000	5,000,000	280,140	$13,065	4,669,000
First mortgage	D	Oct. 1, 1876	Oct. 1, 1906	Gold	6	April 1 and Oct. 1	5,000,000	5,000,000	260,550		4,768,000
First mortgage	E	April 1, 1882	April 1, 1912.	Gold	6	Oct. 1 and April 1	5,000,000	5,000,000	11,490		2,420,000

Character of.	Series	Bonds Sold during year, ending December 31, 1882.		Bonds Redeemed during year, ending December 31, 1882.		
		Amount of Bonds.	Amount Realized.	Amount.	Cost.	Discount or Premium.
First mortgage	A			$194,000 00	$196,201 48	$2,201 48
First mortgage	B					
First mortgage	C			197,000 00	201,043 90	4,043 90
First mortgage	D	$480,000 00	$480,000 00	104,000 00	104,885 85	885 85
First mortgage	E	2,520,000 00	2,520,000 00	100,000 00	101,083 33	1,083 33

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
												(b)	(c)	
Northern Division	San Francisco	Tres Pinos & Soledad	92.89	68.00	92.89	68.00	160.89	92.89	68.00	28.57	------	121.46	68.00	189.46
Goshen Division	Huron	Goshen	------	40.00	------	40.00	40.00	------	40.00	0.64	1.61	0.64	41.61	42.25
Tulare Division	Goshen	Mojave	55.53	86.13	55.53	86.13	141.66	55.53	86.13	12.16	4.42	67.69	90.55	158.24
Los Angeles Division	Mojave	Los Angeles	18.58	80.54	18.58	80.54	99.12	18.58	80.54	3.43	3.35	22.01	83.89	105.90
Yuma Division	Los Angeles	Colorado River	74.71	173.07	74.71	5.22	24.65	19.43	5.22	5.86	0.80	25.29	6.02	31.31
Wilmington Division	Los Angeles	San Pedro	19.43	5.22	19.43	120.00	120.00	------	120.00	5.54	------	5.54	120.00	125.54
Colorado Division	Mojave	Haslett	------	120.00	------	------	------	------	------	------	------	------	------	------
Total on whole road, December 31, 1882			261.14	572.96	261.14	572.96	834.10	261.14	572.96	69.68	15.31	330.82	588.27	919.09
Total constructed during year			------	120.00	------	120.00	120.00	------	120.00	16.84	------	16.84	120.00	136.84
Total within the State constructed during year			------	120.00	------	120.00	120.00	------	120.00	16.84	------	16.84	120.00	136.84

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882—Within State.			December 31, 1882—Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	666.64	44	29,112.16	661.64	44	29,112.16
	1,023.36	39 2/7	42,203.43	1,023.36	39 2/7	40,203.43
Length of steel rail	56.42	44	2,482.48	56.42	44	2,482.48
	96.76	47 1/7	4,561.54	96.76	47 1/7	4,561.54
Total length of iron rail laid during the year	33.68	44	1,481.92	23.68	44	1,481.92
	289.82	39 2/7	111,385.78	289.82	39 2/7	111,385.78
Total length of steel rail laid during the year	56.42	44	2,482.48	56.42	44	2,482.48
	89.44	47 1/7	4,211.74	89.44	47 1/7	4,211.74
Total length of iron rail replaced by steel rail during the year	104.46	44	3,596.24	104.46	44	4,596.24

NOTE.—Forty-six one hundredths miles of former main track at Wilmington has been converted into siding, consequent on the extension of the road to San Pedro.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Southern Pacific	12,800	942	12,057,600	1,518,933	10,538,667	$2 50	$26,346,667 50

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By whom Donated.	Description of Property.	Assessed Value, 1882 and 1883.
State of California	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements	$123,713 00
City of Los Angeles	Fifteen acres in City of Los Angeles	7,500 00

NOTE.—Right of way included in contract for construction of road.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands to December 31, 1881	$457,702 02½	$4,380 00	$1,992,042 16	$308,331 52	$2,300,373 68
Timber and stumpage to December 31, 1881	----------	----------	1,911 75	----------	1,911 75
Total to December 31, 1881	557,669 83½	4,423 00	2,468,473 92	391,111 18	2,859,585 10
During the year, ending December 31, 1882	99,967 81	4,746 00	474,520 01	82,779 66	557,299 67

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1881	$1,187,334 63	$12,439 74	$1,199,774 37	$1,312,843 15	$378,671 44	$1,691,514 59
To December 31, 1881	1,014,892 99	13,412 56	1,028,305 55	1,008,627 20	294,918 96	1,203,546 16
During year, ending December 31, 1882	172,441 64	----------	171,468 82	304,215 95	83,752 48	387,968 43

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Coin.	Net Coin Receipts.
To December 31, 1882	$1,691,514 59	$1,691,914 59
During year	387,968 43	387,968 43

Application of Amount Placed in Hands of Trustees for Redemption of Bonds. (To be Stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1882	1,953	$1,632,000 00	$1,600,349 46	$1,691,514 59	$91,165 13	$31,650 54
During year	595	595,000 00	603,214 56	387,968 43	215,246 13	†8,214 56
Total	1,953	$1,632,000 00	$1,600,349 46	$1,691,514 59	$91,165 13	$31,650 54
Total net receipts, as above stated				$1,691,514 59		

† Premium.

Patents received to December 31, 1882—number of acres	1,145,185.61
Number of purchasers to December 31, 1882	2,637
Average number of acres sold to each	229.44

State of California, }
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Sworn and subscribed to before me, this fourteenth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
C. F. Crocker, Vice-President	San Francisco
George Crocker, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
E. H. Miller, Jr.	San Francisco

Business Address of the Company.

Northeast corner Fourth and Townsend Streets ..... San Francisco, California

The Stockton and Copperopolis Railroad Company was incorporated November 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis	October 11, 1865
Stockton and Visalia	December 16, 1869

Capital Stock.

1. Capital stock authorized by charter		$7,000,000 00
2. Capital stock authorized by votes of company		7,000,000 90
3. Capital stock issued [number of shares 2,345]; amount paid in		
4. Capital stock paid in on shares not issued [number of shares]		None
5. Total amount paid in, as per books of the company		234,500 00
8. Par value of shares issued		100 00
9. Total number of stockholders	14	
10. Number of stockholders in California	12	
11. Amount of stock held in California		205,200 00

Debt.

12. Funded debt as follows:		
Bonds		$500,000 00
Interest paid on same during year	$25,000	
13. Total amount of funded debt		500,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		171,209 80
16. Total gross debt liabilities		$171,209 80
18. Total net debt liabilities		$671,209 80

Cost of Road, Equipment, and Property—Road and Branches.

11. Total cost of construction, including rolling stock	$733,879 61
26. Total for property purchased, etc.	733,879 61
31. Total property and assets of the company	733,879 61

Revenue for the Year.

(See report of Central Pacific Railroad Company.)

13. Derived from rents for use of road and equipment when leased	$64,025 67
Less general expenses	15 50
Net earnings	$64,010 17

Net Income, Dividends, Etc.

1. Total net income		$64,010 17
2. Percentage of same to capital stock and net debt	$7\frac{1}{10}$	
3. Percentage of same to total property and assets	$8\frac{7}{10}$	
4. Interest accrued during the year:		
On funded debt	$25,000 00	
On other debt	9,690 24	
		34,690 24
6. Date of last dividend declared		None
7. Balance for the year (surplus)		29,319 93
8. Deficit at commencement of the year	$199,207 80	
9. Deficit at commencement of the year, as changed by aforesaid entries		119,207 80
10. Total deficit December 31, 1882		169,887 87

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Included in lessee's report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Included in lessee's report.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$733,879 61
Cost of equipment	Included in cost of road.
Profit and loss (loss)	171,830 19
Total	$905,709 80

Credits.

Capital stock	$234,500 00
Funded debt	500,000 00
Other debts	171,209 80
Total	$905,709 80

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Rental		$64,025 67
General expenses	$15 50	
Interest	34,690 24	
Balance (profit)	29,319 93	
	$64,025 67	$64,025 67

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Stockton to Milton and Oakdale	February, 1871
3. Length of line with track laid, if road is not completed	32.6596 miles
5. Branches owned by the company	1
Branch—Peters to Milton (single track)	11.9928 miles
6. Total length of branches owned by the company	11.9928 miles
10. Total length of road belonging to this company	44.6524 miles
11. Aggregate length of siding and other tracks not enumerated above	3.3295 miles
12. Same in California	3.3295 miles
13. Aggregate length of track belonging to this company computed as single track	47.9819 miles
14. Same in California	47.9819 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 4,271 feet), in California	54
19. Number of crossings of highways at grade, in California	39
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	41
27. Number of railroad crossings at grade	1
Central Pacific Railroad at Stockton.	
28. Number of railroad crossings over other roads, specifying same	None
29. Number of railroad crossings under other railroads, specifying each	None

Rolling Stock.

	No.	Average Weight.	Market Value (Estimated.)
1. Locomotives	3		
Average weight of engines in working order		48,233	
Maximum weight of engines in working order [6,000]			
2. Tenders	3		$24,000
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water [3,000]			
Average joint weight of engines and tenders		73,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41 feet 6 inches]			
4. Total length of heaviest engine and tender over all [49 feet 8 inches]			
6. Passenger cars	3		14,000
Average weight		31,800	
Maximum weight [31,800]			
7. Mail and baggage cars	1	32,000	2,000
8. Eight-wheel box freight cars	4	18,000	3,200
10. Eight-wheel platform cars	41	13,500	28,700
13. Total market value			$71,900

14. Total number of freight cars, including coal, etc., on a basis of eight wheels. 45

Relating to Passengers.

(Included in lessee's reports.)

List of Accidents in California.

(Included in lessee's reports.)

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	Jan. 1, 1875	Jan. 1, 1905	Gold	Gold	5	Jan. and July

Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest—During Year.	Amount of Bonds Outstanding December 31, 1882.
$500,000	$500,000	$25,000	$500,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Stockton	Oakdale	32.6596	32.6596	32.6596	32.6596	2.8816	(b) 35.5412	35.5412
	Peters	Milton	11.9228	11.9928	11.9928	11.9928	0.4479	12.4407	12.4407
Total on whole road, December 31, 1882			44.6524	44.6524	44.6524	44.6524	3.3295	44.9819	47.9819

The length of rail is double the length of single track, column (b) above.	December 31, 1882—Within State.			December 31, 1882—Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	95.9638	39.2857	3,770.0051	95.9638	39.2857	3,770.0051

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

(No information has been furnished whereby any grants made to the company could be entered on the books, the contract for building the road having stipulated that all grants should belong to the contractors as one of the considerations for construction.)

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

(Lands granted by the United States, as per Act of Congress, March 4, 1867, were restored to public domain by a further Act approved June 15, 1874.)

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

—— ——, President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON.

Subscribed and sworn to before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

TERMINAL RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco, California
C. P. Huntington, Vice-President	New York
E. W. Hopkins, Treasurer	San Francisco, California
W. V. Huntington, Secretary	San Francisco, California
Charles Crocker	San Francisco, California
C. F. Crocker	San Francisco, California
E. H. Miller. Jr.	San Francisco, California
W. E. Brown	San Francisco, California

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets ..... San Francisco, California

The Terminal Railway Company was incorporated January 30, 1867.

CAPITAL STOCK.

1. Capital stock authorized by charter		$4,000,000 00
2. Capital stock authorized by votes of company		4,000,000 00
3. Capital stock issued (number of shares, 275); amount paid in		27,500 00
5. Total amount paid in, as per books of the company		27,500 00
8. Par value of shares issued		100 00
9. Total number of stockholders	9	
10. Number of stockholders in California	8	
11. Amount of stock held in California		20,700 00

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	$3,727 67
All other debts, current credit balances, etc.	
16. Total gross debt liabilities	$3,727 67
18. Total net debt liabilities	$3,727 67

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	$31,227 67

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Engineering, agencies, salaries, and other expenses during construction	$15 50

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road	$31,227 67
Total	$31,227 67

Credits.

Capital stock	$27,500 00
Other debts	3,727 67
Total	$31,227 67

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

—— ——, President of the Terminal Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to by W. V. Huntington, before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public for the City and County of San Francisco.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President and General Superintendent	Vacaville
Leland Stanford, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco
Charles Crocker	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco, California

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1879. Purchased Vaca Valley Railroad—not an incorporation.

Capital Stock.

1. Capital stock authorized by charter		$1,000,000 00
2. Capital stock authorized by votes of company		500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]		250,000 00
5. Total amount paid in, as per books of the company		250,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	7	
10. Number of stockholders in California	7	
11. Amount of stock held in California		250,000 00

Debt.

14. Unfunded debt: Incurred for construction, equipment, or purchase of property; All other debts, current credit balances, etc.	$120,598 49
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	6,457 80
18. Total net debt liabilities	$114,140 69

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

5. Passenger and freight stations	$172,480 32

Equipment.

	Number.	Cost.
12. Locomotives	2	$15,000 00
15. Sleeping cars	2	8,000 00
17. Freight cars	15	10,000 00
18. Total for equipment		$33,000 00

Property Purchased and on Hand not Included in the Foregoing Accounts.

19. *Lands.*

Town lots in Madison and Winters (value about)	$5,035 00

24. *Investments in transportation lines.*

Purchase of the Vaca Valley Railroad	$250,000 00
26. Total for property purchased, etc.	$250,000 00
27. Whole amount of permanent investments	210,515 30
29. Amount of supplies and materials on hand	6,457 80
31. Total property and assets of the company	$466,973 10

Expenditures Charged to Property Account During the Year.

4. Land: Fences		$11,400 00
18. Total		$11,400 00
19. Property sold and credited to property account during the year:		
Lots in Madison	$205 00	
Lots in Winters	290 00	
	$495 00	
Less George Weaver lots, taken back	30 00	
		465 00
20. Net addition to property account for the year		$10,935 00

Revenue for the Year.

1. Derived from local passengers on roads operated by this company		$8,586 40
5. Derived from express		1,633 20
6. Derived from mails		1,262 61
7. Total earnings from passenger department		$11,482 21
8. Derived from local freight on roads operated by this company		$80,215 91
12. Total earnings from freight department		$80,215 91
14. Total transportation earnings		$91,698 12
15. Earnings per mile of road operated		$3,162 00
19. Total income derived from all sources		91,698 12

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local		$3,175 94
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		2,697 00
3. Insurance premiums and losses by fire, and damages for fires set by engines		19 50
5. Total		$5,892 44
6. Proportion belonging to passenger department—16 per cent		$942 79
7. Proportion belonging to freight department—84 per cent		4,949 65

Class II—Maintenance of way and buildings, and movement expenses.

2. Iron rails laid, deducting old rails taken up		$16,583 32
5. Repairs of bridges		2,827 88
7. Repairs of and additions to machine shops and machinery		391 87
8. Repairs of fences, road crossings, and signs—Berryessa road	$142 47	
9. Labor in gravel pit		5,587 69
10. Repairs of locomotives		2,206 32
11. New locomotives, charged to operating expenses, locomotive rent		320 00
14. Fuel for engines and cars: Number of cords of wood —; cost		5,107 87
15. Water and water stations		106 47
16. Fuel for stations and shops		387 53
17. Oil and waste		632 56
19. Total		$34,151 51
20. Proportion of same to passenger department—16 per cent		$5,464 24
21. Proportion of same to freight department—84 per cent		28,687 27

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars		$728 63
2. Damages and gratuities		644 27
8. Total		$1,372 90

Class IV—Freight traffic expenses.

1. Repairs of freight cars		$485 54
4. Salaries, wages, and incidentals of trains		6,518 53
5. Salaries, wages, and incidentals of stations		3,761 54
7. Amount paid other roads for balance of mileage of freight cars		2,251 00
Passenger proportion, at 16 per cent	$2,082 66	
Freight proportion, at 84 per cent	10,933 95	
8. Total		$13,016 61
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$54,433 46
11. Percentage of expenses to total transportation earnings	$59\frac{4}{10}$	
13. Total expenses		$54,433 46

Net Income, Dividends, Etc.

1. Total net income		$37,264 66
2. Percentage of same to capital stock and net debt	10.2	
3. Percentage of same to total property and assets	8	
4. Interest accrued during the year:		
On other debt		11,806 89
6. Date of last dividend declared		None
7. Balance for the year, or surplus		25,457 77
8. Surplus at commencement of the year	$30,700 14	
9. Surplus at commencement of the year, as changed by aforesaid entries		30,700 14
10. Total surplus, December 31, 1882		56,157 91

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$11,482 21
3. Expenses, proportion of "General Traffic Expenses," as per class I, No. 6	942 79
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per class II, No. 20	5,464 24
5. Expenses, "Passenger Traffic," as per Class III, No. 8, $1,372 90; Class IV, $2,082 66	3,455 66
6. Total expenses	9,862 59
8. Net earnings	1,619 66

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$80,215 91
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	4,949 65
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	28,687 27
5. Expenses, "Freight Traffic," as per Class IV, No. 8	10,933 95
6. Total expenses	44,570 87
8. Net earnings	35,645 04

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road		$422,480 30
Cost of equipment		33,000 00
Cash, cash assets, and other items:		
Stockholders		250,000 00
Current accounts		6,457 80
Total		$711,938 10

Credits.

Capital stock		$500,000 00
Other debts:		
Subsidies		21,808 50
Town of Madison	$11,772 35	
Town of Winters	1,600 85	
		13,373 20
Current accounts		120,598 49
Profit and loss (profit)		56,157 91
Total		$711,938 10

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
Balance, December 31, 1881		$30,700 14
Earnings		91,698 12
Operating expenses	$50,660 52	
General expenses	597 00	
Interest	11,086 89	
Taxes	3,175 94	
Balance to 1883	56,157 91	
Total	$122,398 26	$122,398 26

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	January 25, 1869
From Elmira to Winters	August 26, 1875
From Elmira to Madison	May 1, 1877

2. Length of main line of road from Elmira to Madison	29 miles
Length of main line in California	29 miles
11. Aggregate length of siding and other tracks not enumerated above	2 miles
12. Same in California	2 miles
13. Aggregate length of track belonging to this company computed as single track	31 miles
14. Same in California	31 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 16 feet) in California	18
19. Number of crossings of highways at grade, in California	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	30
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives (20 and 28 tons)	2	24 tons.	$4,500 00
Average weight of engines in working order		24 tons.	
Maximum weight of engines in working order [28 tons]			
2. Tenders	2		
6. Passenger cars, used as express and baggage	1		2,500 00
7. Mail and baggage cars	1		1,000 00
9. Four-wheel box freight cars	5		2,000 00
11. Four-wheel platform cars	10		3,000 00
12. Other cars (hand and section)	8		500 00
13. Total market value			$13,500 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	None
15. Number of locomotives equipped with train brakes	2
Kind of brake: Hand.	
16. Number of cars equipped with train brakes	17
Kind of brake: Hand.	
17. Number of passenger cars with Miller platform and buffer	None

Mileage, Traffic, Etc.

1. Miles run by passenger trains daily	120 miles
2. Rate of speed of express passenger trains, including stops, per hour	15 miles
3. Rate of speed of accommodation trains, including stops, per hour	15 miles
4. Miles run by freight trains daily	120 miles
5. Rate of speed of express freight trains, including stops	15 miles
6. Rate of speed of accommodation freight trains, including stops	15 miles
7. Miles run by other trains, and for what purpose	15 miles
9. Total number of passengers carried, about	15,000
Number of through passengers going east (or north), about	5,200
Number of through passengers going west (or south)	4,700
Number of local passengers going east (or north)	2,680
Number of local passengers going west (or south)	2,420
12. Number of tons freight carried (not including gravel), average	50,378
Number of tons freight in this State, carried	All
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	5 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	8 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	8 cents
18. Average rate of fare per mile received from passengers to and from other roads	8 cents
20. Average rate of fare per mile for all passengers	8 cents
21. Highest rate of freight per ton per mile for any distance	20 cents
22. Lowest rate of freight per ton per mile for any distance	4¼ cents
23. Average rate of local freight per ton per mile on roads operated by this company	7 cents
24. Average rate of freight per ton per mile to and from other roads	7 cents
25. Average rate of freight per ton per mile for all	7 cents
26. Average number of cars in passenger trains (including baggage cars)	2
30. Number of persons regularly employed by company, including officers	20
Average monthly pay of employés, other than officers	$63 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	65 00
Average monthly pay of baggage masters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	50 00

Relating to Passengers.

2. Passengers to San Francisco (including season)	1,200
3. Passengers from San Francisco (including season)	860

List of Accidents in California.

From their own misconduct or carelessness—in California	1 killed

Statement of Each Accident in California.

Lark Richardson—Killed, September 11, 1882, at Scott's Station, while trying to cross track in front of engine. Company exonerated from all blame.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.				
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State	Elmira	Madison	29	29	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash and notes by individuals in 1878	$23,157 50	$21,808 50

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

——, President of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this ninth day of June, 1883.

CHARLES J. TORBERT,
Notary Public in and for the City and County of San Francisco, State of California.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President ..... Visalia
E. Jacob, Vice-President ..... Visalia
Solomon Sweet, Secretary ..... Visalia
John Cutler, Treasurer ..... Visalia
C. Burell ..... Visalia

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County ..... California

The Visalia Railroad Company was incorporated May 21, 1874.

Capital Stock.

1. Capital stock authorized by charter		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued [number of shares ------]; amount paid in		82,025 00
5. Total amount paid in, as per books of the company		82,025 00
8. Par value of shares issued		100 00
9. Total number of stockholders	86	
10. Number of stockholders in California	86	
11. Amount of stock held in California		All

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

11. Total cost of construction	$81,916 20

Equipment.

18. Total for equipment	$26,700 00

Property Purchased and on Hand not Included in the Foregoing Accounts.

19. Lands:	
Depot and land on which situated in Visalia, Tulare County, California	$3,000 00

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$5,141 70
4. Derived from other sources belonging to passenger department	367 95
5. Derived from express and extra baggage	563 24
6. Derived from mails	172 50
7. Total earnings from passenger department	$6,245 39
8. Derived from local freight on roads operated by this company	10,932 09
14. Total transportation earnings	$17,177 48

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$412 90
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	8,561 36
3. Insurance premiums and losses by fire, and damages for fires set by engines	73 15
5. Total	$9,047 41

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$683 11
6. Repairs of buildings and fixtures (stations and turntables)	287 05
10. Repairs of locomotives	2,803 32
14. Fuel for engines and cars: Number of cords of wood, 180; cost, $3 50	630 00
17. Oil and waste	235 05
19. Total	$4,638 53

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$16 50
8. Total	$16 50

Class IV—Freight traffic expenses.

6. Paid corporations or individuals not operating roads for use of freight cars	$973 50
13. Total expenses	$973 50

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$81,916 20
Cost of equipment	26,700 00
Other investments	3,000 00
Supplies and materials on hand	359 35
Cash, cash assets, and other items	8,587 02
Total	$120,562 57

Credits.

Capital stock	$82,025 00
Profit and loss (profit)	38,537 57
Total	$120,562 57

Description of Road.

2. Length of main line of road from Visalia to Goshen	7⅓ miles
Length of main line in California	7⅓ miles
10. Total length of road belonging to this company	7⅓ miles
11. Aggregate length of siding and other tracks not enumerated above	1 mile
12. Same in California	1 mile
13. Aggregate length of track belonging to this company computed as single track	8⅓ miles

Rolling Stock.

	Number.	Average Weight (Tons).	Market Value.
1. Locomotives	2	15	$7,500 00
Average weight of engines in working order	------	15	----------
Maximum weight of engines in working order [15 tons]			
6. Passenger cars	2	6	4,500 00
Average weight	------	6	----------
Maximum weight [6 tons]			
7. Mail and baggage cars	1	3	1,500 00
13. Total market value	------	--------	$13,500 00

Mileage, Traffic, Etc.

1. Miles run by passenger trains	29½ a day
2. Rate of speed of express passenger trains, including stops	20 miles
3. Rate of speed of accommodation trains, including stops	20 miles
4. Miles run by freight trains	20 miles
5. Rate of speed of express freight trains, including stops	20 miles
8. Total train miles run	29½ a day
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	10 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	10 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	10 cents
20. Average rate of fare per mile for all passengers	10 cents
21. Highest rate of freight per ton per mile for any distance	68 2/11 cents
22. Lowest rate of freight per ton per mile for any distance	2 cents
23. Average rate of local freight per ton per mile on roads operated by this company	41 cents
24. Average rate of freight per ton per mile to and from other roads	41 cents
25. Average rate of freight per ton per mile for all	41 cents
Average rate of freight per ton per mile, products of this State	41 cents
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains—basis of eight-wheel	1
30. Number of persons regularly employed by company, including officers	7

STATE OF CALIFORNIA, } ss.
County of Tulare. }

R. E. Hyde, President of the Visalia Railroad Company, and Solomon Sweet, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

R. E. HYDE, President.
SOLOMON SWEET, Secretary.

Subscribed and sworn to before me, this fifteenth day of June, 1883.

JULIUS LEVY,
Notary Public.

NARROW GAUGE ROADS.

NARROW GAUGE ROADS.

BODIE AND BENTON RAILWAY AND COMMERCIAL COMPANY.

Names and Residences of Officers and Directors.

R. N. Graves, President	San Francisco
A. J. Ralston, Vice-President	San Francisco
William Willis, Secretary and Treasurer	San Francisco
W. S. Wood, Attorney	San Francisco
Thomas Holtz, Superintendent	Bodie, Mono County
Thomas Menzies	San Francisco
J. B. Low	San Francisco
H. M. Yerington	Carson City, Nevada

Business Address of the Company.

Room No. 29, Nevada Block, No. 309 Montgomery Street, San Francisco ..... California

The Bodie and Benton Railway and Commercial Company was incorporated January 24, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Date of Incorporation.
Bodie Railway and Lumber Company	February 19, 1881

Capital Stock.

1. Capital stock authorized by charter		$2,000,000 00
2. Capital stock authorized by votes of company		2,000,000 00
3. Capital stock issued (number of shares, 200,000); amount paid in		12,000 00
5. Total amount paid in, as per books of the company		12,000 00
6. Amount of capital stock issued, but not full paid		200,000 shares
7. Amount per share still due thereon		$100 00
8. Par value of shares issued		100 00
9. Total number of stockholders	11	
10. Number of stockholders in California	10	
11. Amount of stock held in California		199,040 shares

Debt.

12. Funded debt as follows:		
Bonds ($500,000 at 5 per cent; $350,000 at 8 per cent per year)		$850,000 00
Interest paid on same during year	$78,000 00	
13. Total amount of funded debt		$850,000 00
17. Materials and supplies on hand, repair stock		$1,670 95
6,374 bushels charcoal, at 20 cents		1,274 80
8,527 cords wood, at $10		85,270 00
1,212,000 feet lumber, at $35		42,420 00
18. Total net debt liabilities ($719,364 25)		$130,635 75

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$81,933 68
2. Bridging	3,720 09
3. Superstructure, including rails	310,810 96
4. Land:	
Land damages	1,543 25
Fences	None
5. Passenger and freight stations (included in buildings)	None
6. Engine houses, car sheds, and turntables	16,748 74
7. Machine shops, including machinery and tools	14,036 14
9. Engineering	13,121 87
Agencies, salaries, and other expenses during construction	16,474 42
Legal and other expenses	9,291 39
11. Total cost of construction	$467,680 54

Equipment.

	Number.	To December 31, 1882. Cost.
12. Locomotives	4	$46,129 90
13. Snow plows on wheels	1	285 00
14. Parlor cars	------	None
15. Sleeping cars	------	None
16. Passenger cars	------	None
Mail cars	------	None
Baggage cars	------	None
17. Freight cars	52	39,975 70
18. Total for equipment	------	$86,390 60

Property Purchased and on Hand not Included in the Foregoing Account.

19. *Lands.*

Timber lands used in connection with sawmill	$26,138 29
Township 1 S., 27 E.	All in Mono County, Cal.
Township 2 S., 27 E.	
Township 3 S., 27 E.	
Township 1 S., 27 E.	

23. *Steamboat Property.*

	To December 31, 1882. Nominal Am'nt.	Price Paid.
Steamer Rocket	$500 00	$3,500 00
Two barges	100 00	500 00

25. *Other property purchased.*

29. Amount of supplies and materials on hand (repair stock)	$1,670 95

Expenditures Charged to Property Account During the Year.

1. Grading and masonry	$81,933 68
2. Bridging	3,720 09
3. Superstructure, including rails	310,810 96
Land damages	1,543 25
Woodsheds and water stations	9,822 00

6. Engine houses, car sheds, and turntables	16,748 74
7. Machine shops	14,036 14
8. Engineering, agencies, salaries, and other expenses during construction	29,596 29
Freight on sundries for construction	1,572 44
9. Locomotives [4]	41,129 90
10. Snow plows on wheels [1]	285 00
11. Parlor cars	None
12. Sleeping cars	None
13. Passenger, mail, and baggage cars	None
14. Freight and other cars [52]	39,975 70
17. Any other expenditures charged to property account:	
Sawmill	31,649 83
Horses	5,797 69
Telephone line (thirty miles)	2,998 10

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	None
2. Derived from passengers from and to other roads, over roads operated by this company	None
3. Derived from other roads as tolls for use of passenger cars	None
8. Derived from local freight on roads operated by this company	$1,851 48
18. Income derived from all other sources (including accretions from sinking fund, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Wood	104,651 03
Lumber	106,316 13

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$7,638 72
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	9,291 30
3. Insurance premiums and losses by fire, and damages for fires set by engines	2,000 00
4. Telegraph expenses	494 01

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$11,601 31
2. Iron rails laid, deducting old rails taken up. (Number of miles, 2; weight per yard, 35 pounds.)	
5. Repairs of bridges	141 95
9. Removing ice and snow	874 70
10. Repairs of locomotives	6,495 26
14. Fuel for engines and cars:	
Number of cords of wood, 2,871; cost	6,278 25
Number of tons of coal	None
15. Water and water stations (3 miles new pipe laid)	5,689 06
17. Oil and waste	2,136 22
18. Switchmen, watchmen, flag and signalmen	1,620 00

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$3,290 37
4. Salaries, wages, and incidentals of freight trains	18,013 05
5. Salaries, wages, and incidentals of freight stations	3,735 82
6. Paid corporations or individuals not operating roads for use of freight cars:	
Delivery of wood and lumber	22,648 18
8. Total	$47,687 42

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Supplies and materials on hand (repair stock)	$1,670 95

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Bodie to Mono Mills	Nov. 15, 1881
From Bodie to Standard Mine	June 15, 1882
From Bodie to Wood Yard	June 1, 1882

2. Length of main line of road from Bodie to Mono Mills	32 miles
6. Total length of branches owned by the company	4 miles
7. Total length of branches owned by the company in California	4 miles
10. Total length of road belonging to this company	36 miles
11. Aggregate length of siding and other tracks not enumerated above	1 mile
12. Same in California	1 mile
13. Aggregate length of track belonging to this company computed as single track	37 miles
14. Same in California	37 miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, thirty to forty pounds)	15 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California (trestles)	5
17. Number of iron bridges (aggregate length, ____ feet), in California	None
Number of iron bridges (aggregate length, ____ feet), outside State	None
18. Number of wooden bridges (aggregate length, 955 feet), in California	5
19. Number of crossings of highways at grade, in California	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5
34. Total miles of road operated by this company	36
35. Total miles of road operated by this company in California	36
36. Number of stations on all roads operated by this company	4
37. Number of stations on all roads owned by this company	4
38. Same in California	4
39. Miles of telegraph on line of road operated by this company	30
40. Miles of telegraph owned by this company	30
41. Number of offices in company stations (telephone)	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	None

Rolling Stock.

	No.	Average Weight (Pounds).
1. Locomotives	4	----------
Average weight of engines in working order	------	62,500
Maximum weight of engines in working order [75,000]		
2. Tenders	3	----------
Average weight of tenders full of fuel and water	------	24,375
Maximum weight of tenders full of fuel and water [36,000]		
Average joint weight of engines and tenders	------	86,875
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [30.42 feet]		
4. Total length of heaviest engine and tender over all [40 feet]		
5. Snow plows	1	3,000
10. Eight-wheel platform cars	51	----------
11. Four-wheel platform cars	6	----------
12. Other cars (hand and push cars)	8	----------
Coal and gravel	8	----------

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	52
15. Number of locomotives equipped with train brakes	None
16. Number of cars equipped with train brakes	None
17. Number of passenger cars with Miller platform and buffer	None

Mileage, Traffic, Etc.

4. Miles run by freight trains	65,100
5. Rate of speed of express freight trains, including stops	10 miles
6. Rate of speed of accommodation freight trains, including stops	10 miles
7. Miles run by other trains, and for what purpose (construction)	1,091
8. Total train miles run	66,191
12. Number of tons of freight carried (not including gravel)	50,030
Number of tons of freight in this State, carried	50,030
Number of tons of freight produced in this State, carried	50,030
13. Total freight mileage, or tons carried one mile	1,525,915

21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	15 cents
23. Average rate of local freight per ton per mile on roads operated by this company	15 cents
Average rate of freight per ton per mile, products of this State	15 cents
27. Average number of cars in freight trains—basis of eight-wheel	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	None
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	73 tons
30. Number of persons regularly employed by company, including officers	55
Average monthly pay of employés, other than officers	$110 00
Average monthly pay of engine drivers	187 50
Average monthly pay of freight conductors	150 00
Average monthly pay of brakemen, flagmen, and switchmen	112 50
Average monthly pay of section men	80 00
Average monthly pay of mechanics in shops	180 00
Average monthly pay of laborers	75 00

Relating to Passengers.

1. Total season ticket passengers (round trip)	None
2. Passengers to San Francisco (including season)	None
3. Passengers from San Francisco (including season)	None
4. Season ticket passengers to and from San Francisco (one round trip daily)	None

List of Accidents in California.

(No accident has ever happened to any person connected with the road.)

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.							
			Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.			
							Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Bodie	Mono	21.00	15.00	20.00	15.00	2.00	(b) 42.00	(c) 30.00	74.00
Total on whole road, December 31, 1882			21.00	15.00	------	------	------	------	------	------
Total constructed during year			3.00	1.00	------	------	------	------	------	------
Total within the State constructed during year			3.00	1.00	------	------	------	------	------	------

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882—Within the State.					
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	42.000	27½	1.155	42.000	27½	1.155
Length of steel rail	30.000	27½	.825	30.000	27½	.825

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By whom donated	U. S. Government
Description of property	Right of way—200 feet wide.
Estimated value	None
Proceeds, if sold	None

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Robert N. Graves, President of the Bodie and Benton Railway and Commercial Company, and William Willis, Secretary of said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

R. N. GRAVES.
WM. WILLIS.

Subscribed and sworn to before me, this fifth day of December, 1883.

HOLLAND SMITH,
Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John C. Coleman, President	Grass Valley, California
Edward Coleman, Vice-President	Grass Valley, California
George Fletcher, Secretary	Grass Valley, California
F. G. Beatty, Treasurer	Grass Valley, California
John F. Kidder, General Superintendent	Grass Valley, California
James M. Lakeman	Grass Valley, California
George D. McLean	Grass Valley, California
Niles Searls	Nevada City, California
R. M. Hunt	Nevada City, California
M. L. Marsh	Nevada City, California

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley, Nevada County ..... California

The Nevada County Narrow Gauge Railroad Company was incorporated April 4, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter		$400,000 00
3. Capital stock issued (number of shares, 2,422); amount paid in		242,200 00
4. Capital stock paid in on shares not issued (number of shares, 18)		650 00
5. Total amount paid in, as per books of the company		242,850 00
8. Par value of shares issued		100 00
9. Total number of stockholders	136	
10. Number of stockholders in California	136	
11. Amount of stock held in California		260,000 00

DEBT.

12. Funded debt as follows:		
Interest paid on same during year	$20,800 00	
13. Total amount of funded debt		$260,000 00

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	None
All other debts, current credit balances, etc.	None
16. Total gross debt liabilities	$260,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	$1,823 32
Materials and supplies on hand	8,945 23
Other securities and debt balances (Citizens' Bank stock)	935 64
	$11,704 19
18. Total net debt liabilities	$248,295 81

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$240,148 59
2. Bridging	46,069 37
3. Superstructure, including rails	162,654 13
4. Land:	
Land damages	24,647 02
5. Passenger and freight stations	11,814 02
6. Engine houses, car sheds, and turntables	6,425 16
7. Machine shops, including machinery and tools	7,700 53
9. Engineering	12,901 32
Agencies, salaries, and other expenses during construction	7,054 33
Section tools and other buildings	4,226 93
11. Total cost of construction	$523,681 40

Equipment.

	No.	Cost.
12. Locomotives	3	$27,904 40
16. Passenger cars	2	7,612 82
Baggage cars (combination)	2	6,216 76
17. Freight cars	39	28,661 72
Other cars	5	1,445 54
18. Total for equipment		$71,840 62

Property Purchased and on Hand not Included in the Foregoing Accounts.

$9\frac{36}{100}$ shares of the Citizens' Bank stock, Nevada City	$935 64
26. Total for property purchased, etc.	935 64
27. Whole amount of permanent investments	595,522 02
29. Amount of supplies and materials on hand	8,945 28
30. Cash and cash assets	1,823 32
31. Total property and assets of company	$607,226 21

Expenditures Charged to Property Account During the Year.

1. Grading and masonry	$291 90
3. Superstructure, including rails	225 00
5. Passenger and freight stations	433 61
7. Machine shops	160 00
14. Freight and other cars [1]	676 16
16. Subscription or loans to other roads	None
17. Any other expenditures charged to property account	None
18. Total	$1,786 67
19. Property sold and credited to property account during the year	None
20. Net addition to property account for the year	1,786 67

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$34,590 11
5. Derived from express and extra baggage	2,887 65
6. Derived from mails	1,365 16
7. Total earnings from passenger department	$38,842 92
8. Derived from local freight on roads operated by this company	$63,690 43
11. Derived from other sources belonging to freight department	2,739 85
12. Total earnings from freight department	$66,430 28
14. Total transportation earnings	$105,273 20
15. Earnings per mile of road operated	$4,649 87
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.)	
Dividend Citizens' Bank stock	18 72
19. Total income derived from all sources	$105,291 92

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$3,525 82
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General officers salaries	4,440 00
Legal services and expenses	1,102 50
Injuries to persons	800 00
Advertising	639 60
Stationery and printing	419 85
Rent	138 25
Incidentals	105 50
3. Insurance premiums and losses by fire, and damages for fires set by engines	629 40
5. Total	$11,799 92
6. Proportion belonging to passenger department	$4,354 17
7. Proportion belonging to freight department	7,445 75

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$10,302 19
3. Steel rails laid, deducting old rails taken up	12,240 00
Number of miles, 2; weight per yard, 35 pounds.	
4. New ties. (Number, 8,000); cost	2,262 40
5. Repairs of bridges	11,921 40
6. Repairs of buildings and fixtures (stations and turntables)	1,167 87
7. Repairs of and additions to machine shops and machinery	152 86
8. Repairs of fences, road crossings, and signs	30 00
9. Tunnels	29 98
10. Repairs of locomotives	2,849 71
14. Fuel for engines and cars:	
Number of cords of wood, 1,712; cost	6,250 00
15. Water and water stations	549 61
16. Fuel for stations and shops	350 00
17. Oil and waste	1,272 70
19. Total	$49,378 72
20. Proportion of same to passenger department	$18,220 75
21. Proportion of same to freight department	31,157 97

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$2,025 52
4. Salaries, wages, and incidentals of passenger trains	4,770 21
5. Salaries, wages, and incidentals of passenger stations	3,970 13
8. Total	$10,765 92

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$2,164 37
Repairs of dump and work cars	25 00
3. Damages and gratuities, freight	102 29
4. Salaries, wages, and incidentals of freight trains	8,157 28
5. Salaries, wages, and incidentals of freight stations	6,789 04
8. Total	$17,237 98
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$89,182 54
11. Percentage of expenses to total transportation earnings	$84\frac{62}{100}$
13. Total expenses	$89,182 54

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$16,109 38
2. Percentage of same to capital stock and net debt	3 28
3. Percentage of same to total property and assets	2 65
4. Interest accrued during the year:	
On funded debt	20,800 00
5. Dividends declared (6 per cent) for the year	14,532 00
6. Date of last dividend declared	September 6
7. Balance for the year (deficit)	16,164 79
8. Surplus at commencement of the year	121,191 00
10. Total surplus, December 31, 1882	105,026 21

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$38,842 92
2. Per passenger train mile	$1 34
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	4,354 17
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	18,220 85
5. Expenses, "Passenger Traffic," as per Class III, No. 8	10,765 92
6. Total expenses	$33,340 94
7. Per passenger train mile	$1 17
8. Net earnings	5,501 98
9. Per passenger train mile	17

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$66,430 28
2. Per freight train mile	$2 47
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	7,445 75
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	31,157 97
5. Expenses, "Freight Traffic," as per Class IV, No. 8	17,237 98
6. Total expenses	$55,841 70
7. Per freight train mile	2 07
8. Net earnings	10,588 58
9. Per freight train mile	40

General Balance Sheet at Closing of Accounts, December 31, 1882.

	December 31, 1882.
Debits.	
Cost of road	$523,681 40
Cost of equipment	71,840 62
Other investments	935 64
Supplies and materials on hand	8,945 23
Cash, cash assets, and other items	1,823 32
Total	$607,226 21
Credits.	
Capital stock	$242,200 00
Funded debt	260,000 00
Profit and loss (profit)	105,026 21
Total	$607,226 21

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Gross earnings		$105,273 20
Dividend Citizens' Bank stock		18 72
Operating expenses	$89,182 54	
Interest funded debt	20,800 00	
Dividends (2 and 3, of 3 per cent each)	14,532 00	
Loss to balance		19,222 64
Totals	$124,514 54	$124,514 54

Description of Road.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876
From Colfax to Nevada City	May 24, 1876

2. Length of main line of road from Colfax to Nevada City	22.64
4. Length of double track on main line	None
10. Total length of road belonging to this company	22.64
11. Aggregate length of siding and other tracks not enumerated above	1.72
13. Aggregate length of track belonging to this company computed as single track	24.36
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 320 feet) in California	2
19. Number of crossings of highways at grade, in California	19
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	1
22. Number of highway bridges eighteen feet above track, in California	None
23. Number of highway bridges less than eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	None
25. Number of highway crossings at which electric signals are maintained, in California	None
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	22
27. Number of railroad crossings at grade	1

28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	1
Central Pacific at Long Ravine.	
34. Total miles of road operated by this company	22.64
35. Total miles of road operated by this company in California	22.64
36. Number of stations on all roads operated by this company	9
37. Number of stations on all roads owned by this company	9
39. Miles of telegraph on line of road operated by this company	22.64
40. Miles of telegraph owned by this company	None
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	None

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	3	36,000	$11,000
Maximum weight of engines in working order [18 tons]			
2. Tenders	3		
Average weight of tenders full of fuel and water		20,000	
Maximum weight of tenders full of fuel and water [10 tons]			
Average joint weight of engines and tenders		56,000	
6. Passenger cars	2		3,300
Average weight		20,000	
Maximum weight [11 tons]			
7. Mail and baggage cars (combination)	2	18,000	2,200
8. Eight-wheel box freight cars	19	11,000	5,000
10. Eight-wheel platform cars	22	7,000	4,400
12. Other cars	4		100
13. Total market value			$26,000

14. Total number of freight cars (including coal, etc.), on a basis of eight wheels	41
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	4
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	4

Mileage, Traffic, Etc.

1. Miles run by passenger trains	9,558
2. Rate of speed of express passenger trains, including stops	11½
3. Rate of speed of accommodation trains, including stops	11½
4. Miles run by freight trains	8.072
5. Rate of speed of express freight trains, including stops	10
7. Miles run by other trains, and for what purpose:	
Mixed passenger and freight	37.614
Service trains	4.340
9. Total number of passengers carried	44,165
Number of through passengers going towards Colfax	6,744
Number of through passengers going towards Nevada City	6,681
Number of local passengers going towards Colfax	14,988
Number of local passengers going contrary direction	15,752
10. Total passenger mileage, or passengers carried one mile	425,962
11. Passenger mileage to and from other roads	266,634
Average number of miles traveled by each local passenger	5.18
Average number of miles traveled by each through passenger	19.85
Average number of miles traveled by each passenger, through and local	9.64
12. Number of tons freight carried (not including gravel)	28,449
Number of tons freight produced in this State, carried	14,721
13. Total freight mileage, or tons carried one mile	405,606
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	5½ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	5.81

18. Average rate of fare per mile received from passengers to and from other roads	10 cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	None
20. Average rate of fare per mile for all passengers	8.14
21. Highest rate of freight per ton per mile for any distance	20 cents
Under seven miles	25 cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{3}{4}$ cents
Under five miles	$7\frac{1}{2}$ cents
Average rate of freight per ton per mile, products of this State	16.89
26. Average number of cars in passenger trains (including baggage cars)	2.13
27. Average number of cars in freight trains—and mixed basis of eight-wheel	2.88
28. Average weight of passenger trains, including locomotives and tenders in working order (exclusive of passengers)	$42\frac{1340}{2000}$
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	$25\frac{40}{2000}$
30. Number of persons regularly employed by company, including officers	50
Average monthly pay of employés, other than officers	$64 25
Average monthly pay of engine drivers	111 25
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	52 00
Average monthly pay of mechanics in shops	91 00
Average monthly pay of laborers	52 00

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage on road and equipment	$\frac{1}{325}$	Jan. 7, 1876.	Jan. 7, 1896.	U. S. gold	U. S. gold	8	Semi-annual. Jan. 7 and July 1.

Authorized Amount.	Total Issued December 31, 1882.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1882.
		To December 31, 1882.	During year.	
$325,000	$260,000	$154,197 48	$20,800	$260,000

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.				
			Reduced to Single Track.				
			Track.		Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Iron.	Steel.
Main line within State	Colfax	Nevada City	20.64	2.00	1.72	(b) 22.32	(c) 2.00
Total on whole road, December 31, 1882			20.64	2.00	1.72	22.36	2.00

TABLE C—Continued.

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882—Within the State.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	44.72	27.1120	1,337 1840/2240
Length of steel rail	4.00	27.1120	55.

STATE OF CALIFORNIA, County of Nevada. } ss.

John F. Kidder, General Superintendent of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing seventy sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this twenty-seventh day of June, 1883.

CHARLES W. KITTS,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

James D. Walker, President	San Rafael
W. Steel, Vice-President	San Francisco
David Nye, General Superintendent	San Rafael
W. T. Russell, General Freight Agent	San Francisco
F. B. Latham, General Ticket Agent	San Francisco
W. Young	San Francisco
T. Menzies	San Rafael
M. M. Tompkins	San Rafael
W. Babcock	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

430 California Street ..... San Francisco

The North Pacific Coast Railroad Company was incorporated December 16, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter		$1,500,000 00
2. Capital stock authorized by votes of company		3,000,000 00
3. Capital stock issued (number of shares, 25,000); amount paid in		2,500,000 00
4. Capital stock paid in on shares not issued		Nothing
5. Total amount paid in, as per books of the company		2,500,000 00
6. Amount of capital stock issued but not full paid		None
7. Amount per share still due thereon		None
8. Par value of shares issued		100 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		2,300,000 00

Debt.

12. Funded debt as follows:		
Bonds		$1,100,000 00
Interest paid on same during year	$67,967 03	
13. Total amount of funded debt		$1,100,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$45,336 17
15. Total amount of unfunded debt		45,336 17
16. Total gross debt liabilities		$1,145,336 17
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$5,058 69	
Materials and supplies on hand	2,792 89	
Other securities and debt balances	13,665 65	
		21,517 23
18. Total net debt liabilities		$1,123,818 94

Cost of Road, Equipment, and Property—Road and Branches.

(Not kept separately.)

Property Purchased and on Hand not Included in the Foregoing Accounts.

26. Total for property purchased, etc.	None
27. Whole amount of permanent investments	$2,816,304 53
28. Property in California	All
29. Amount of supplies and materials on hand	2,792 89
30. Cash and cash assets	18,724 34
31. Total property and assets of the company	$2,837,821 76

Revenue for the Year.

1. Derived from local passengers on roads operated by this company		$167,062 90
2. Derived from passengers from and to other roads, over roads operated by this company		8,679 37
5. Derived from express and extra baggage		13,781 44
6. Derived from mails		4,680 31
7. Total earnings from passenger department		$194,204 02
8. Derived from local freight on roads operated by this company		$155,158 85
12. Total earnings from freight department		$155,158 85
13. Derived from rents for use of road and equipment when leased		None
14. Total transportation earnings		$349,362 87
15. Earnings per mile of road operated		$3,574 04
16. Earnings per train mile (total passenger and freight)		1 62
17. Income derived from rent of property, other than road and equipment:		
Rents	$6,081 00	
Charter	1,470 00	
Sundries	1,285 80	
		8,836 80
19. Total income derived from all sources		$358,199 67

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local		$12,000 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General office	$13,034 97	
Legal service	1,417 55	
Injuries to live stock	391 50	
Incidentals	1,585 74	
Stationery and printing	3,139 41	
Superintendents and Supervisors	5,400 00	
Rents	5,600 00	
Advertising	3,394 88	
		33,964 05
3. Insurance premiums and losses by fire, and damages for fires set by engines		2,431 76
5. Total		$48,395 81
6. Proportion belonging to passenger department		$27,111 23
7. Proportion belonging to freight department		21,284 58
(Equal proportions, except insurance and advertising.)		

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$35,636 39
5. Repairs of bridges	3,774 95
6. Repairs of buildings and fixtures (stations and turntables)	3,383 38
7. Repairs of and additions to machine shops and machinery	926 68
8. Repairs of fences, road crossings, and signs	1,555 42
10. Repairs of locomotives	11,738 30
12. Repairs of wharves	2,223 60
14. Fuel for engines and cars:	
Number of cords of wood, 5,851⅝; cost	$20,614 86
Number of tons of coal, 5,013 $\frac{1820}{2260}$; cost	37,875 22
15. Water and water stations	1,441 06
16. Fuel for stations and shops	1,066 12
17. Oil and waste	1,926 45
19. Total	$122,142 43
20. Proportion of same to passenger department	$75,541 82
21. Proportion of same to freight department	46,600 61
(Equal proportions except fuel.)	

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$7,140 08
3. Damages and gratuities, passengers	656 50
4. Salaries, wages, and incidentals of passenger trains	12,868 60
Salaries, wages, and incidentals of ferries	45,107 05
5. Salaries, wages, and incidentals of passenger stations	10,945 51
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	None
7. Amount paid other roads for balance of mileage of passenger cars	None
8. Total	$76,717 74

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$6,594 77
Repairs of dump and work cars	358 81
3. Damages and gratuities, freight	121 11
4. Salaries, wages, and incidentals of freight trains	$10,735 50
Salaries, wages, and incidentals of ferries	14,770 01
5. Salaries, wages, and incidentals of freight stations	10,945 51
8. Total	43,525 71
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$290,781 69
10. Per train mile (total passenger and freight)	$1 35
11. Percentage of expenses to total transportation earnings	83¼
11. Total expenses	$290,781 69

Net Income, Dividends, Etc.

1. Total net income	$67,417 98
2. Percentage of same to capital stock and net debt	$1\frac{86}{100}$
3. Percentage of same to total property and assets	$2\frac{37}{100}$
4. Interest accrued during the year	63,967 13
5. Dividends declared for the year	None
6. Date of last dividend declared	None
8. Surplus at commencement of the year	10,965 36
10. Total surplus, December 31, 1882	7,514 41

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$194,204 02
2. Per passenger train mile	1 69
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	27,111 23
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	75,541 82
5. Expenses, "Passenger Traffic," as per Class III, No. 8	76,717 74
6. Total expenses	179,370 79
7. Per passenger train mile	1 56
8. Net earnings	14,833 23
9. Per passenger train mile	13

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$155,158 85
2. Per freight train mile	1 54
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	21,284 58
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	46,600 61
5. Expenses, "Freight Traffic," as per Class IV, No. 8	43,525 71
6. Total expenses	111,410 90
7. Per freight train mile	1 10½
8. Net earnings	43,747 90
9. Per freight train mile	13½

General Balance Sheet at Closing of Accounts, December 31, 1882.

		December 31, 1882.
Debits.		
Cost of road		$2,816,304 53
Cost of equipment		
Other investments		
Supplies and materials on hand		2,792 89
Cash, cash assets, and other items:		
Cash	$5,058 69	
Agents	5,057 68	
Sundry persons	8,607 97	
		18,724 34
Profit and loss (loss)		807,514 41
Total		$3,645,336 17
Credits.		
Capital stock		$2,500,000 00
Funded debt		1,100,000 00
Other debts		45,336 17
Total		$3,645,336 17

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1882.

	Debits.	Credits.
Earnings		$358,199 67
Sundry balances		48 97
Operating expenses	$290,781 60	
Interest	63,967 03	
Taxes	11,014 33	

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Saucelito to Tomales	January 11, 1875
From Tomales to Howards	October 16, 1876
From Howards to Tyrone	April 2, 1877
From Tyrone to Duncan's	May 15, 1877

2. Length of main line of road from San Francisco to Duncan's	80¼ miles
5. Branches owned by the company: Name and description of; single or double track—our own, single	2 miles
6. Total length of branches owned by the company	2 miles
7. Total length of branches owned by the company in California	2 miles
8. Total length of branches owned by the company in other States	None
9. Length of double track on branches	None
10. Total length of road belonging to this company	87¾ miles
11. Aggregate length of siding and other tracks not enumerated above	9¾ miles
12. Same in California	All
13. Aggregage length of track belonging to this company computed as single track	All
14. Same in California	All
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, thirty-five pounds)	10 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
Number of spans of bridges of twenty-five feet and upwards, ouside State	None
17. Number of iron bridges (aggregate length, ——— feet), in California	None
Number of iron bridges (aggregate length, ——— feet), outside State	None
18. Number of wooden bridges (aggregate length, ——— feet), in California	13
Number of wooden bridges (aggregate length, ——— feet), outside State	None
19. Number of crossings of highways at grade, in California	26

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).
	From—	To—	
San Rafael and San Quentin	San Rafael	San Quentin	3½

Date of Lease.		Amount of Rental.
From—	To—	
March 11, 1875	March 11, 1918	$1 per annum

31. Total length of above roads	3½ miles
32. Total length of above roads in California	All
33. Total length of above roads in other States, specifying each	None
34. Total miles of road operated by this company	91¼
35. Total miles of road operated by this company in California	All
36. Number of stations on all roads operated by this company	39
37. Number of stations on all roads owned by this company	37
38. Same in California	All
39. Miles of telegraph on line of road operated by this company	79¾
43. Number of telegraph stations operated jointly by railroad and telegraph companies	14

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	10	----------	$60,000
Average weight of engines in working order	----	43,170	----------
2. Tenders	9	----------	----------
Average weight of tenders full of fuel and water	----	22,580	----------
Average joint weight of engines and tenders	----	65,750	----------
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [38 feet]			
4. Total length of heaviest engine and tender over all [42 feet]			
6. Passenger cars	16	----------	48,000
Average weight	----	12,000	----------
7. Mail, baggage, and caboose cars	5	11,000	6,500
8. Eight-wheel box freight cars	30	10,000	12,000
10. Eight-wheel platform cars	254	8,000	76,200
12. Other cars	1	16,000	5,000
Hand and push	12	----------	1,200
13. Total market value	----	----------	$208,900

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	284
15. Number of locomotives equipped with train brakes	4
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	16
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	16

Mileage, Traffic, Etc.

1. Miles run by passenger trains	114,514
2. Rate of speed of express passenger trains, including stops	15 miles
3. Rate of speed of accommodation trains, including stops	10 miles
4. Miles run by freight trains	100,601
5. Rate of speed of express freight trains, including stops	None
6. Rate of speed of accommodation freight trains, including stops	10 miles
7. Miles run by other trains, and for what purpose:	
Gravel	12,120
8. Total train miles run	227,235
9. Total number of passengers carried	687,896
Number of through passengers going east (or north)	None
Number of through passengers going west (or south)	None
Number of local passengers going north	345,708
Number of local passengers going south	342,188
10. Total passenger mileage, or passengers carried one mile	No statistics
11. Passenger mileage to and from other roads	None
Average number of miles traveled by each local passenger	No statistics
Average number of miles traveled by each through passenger	No statistics
Average number of miles traveled by each passenger, through and local	No statistics
12. Number of tons freight carried (not including gravel)	70,721 953/1000
Number of tons freight from other States, carried	None
Number of tons freight in this State, carried	All
Number of tons freight produced in this State, carried	No statistics
Number of tons of each class of freight, produced in this State, carried	No statistics
13. Total freight mileage, or tons carried one mile	3,449,337

14. Freight mileage to and from other roads	None
15. Highest rate of fare per mile for any distance (excluding one mile)	$8\frac{56}{1000}$ cents
16. Lowest rate of fare per mile for any distance (single fare)	$2\frac{1}{2}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	No statistics
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	No statistics
18. Average rate of fare per mile received from passengers to and from other roads	None
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	$\frac{6}{10}$ cents
20. Average rate of fare per mile for all passengers	No statistics
21. Highest rate of freight per ton per mile for any distance	$46\frac{2}{3}$ cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{1}{8}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$4\frac{1}{2}$ cents
24. Average rate of freight per ton per mile to and from other roads	None
25. Average rate of freight per ton per mile for all	$4\frac{1}{2}$ cents
Average rate of freight per ton per mile, products of this State	No statistics
Average rate of freight per ton per mile, products of other States	No statistics
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheel	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	104,000
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	226,000
30. Number of persons regularly employed by company, including officers	271
Average monthly pay of employés, other than officers	$37 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	70 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers	24 00

Relating to Passengers.

1. Total season ticket passengers (round trip); see question No. 4.	
2. Passengers to San Francisco (including season)	339,860
3. Passengers from San Francisco (including season)	332,896
4. Season ticket passengers to and from San Francisco (one round trip daily)	161,375

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage	$\frac{1}{600}$	Nov. 14, 1881	Nov. 1, 1901	U. S. gold	U. S. gold
Second mortgage	$\frac{1}{500}$	Nov. 14, 1881	Nov. 1, 1901	U. S. gold	U. S. gold

Interest.		Authorized Amount.	Total Issued, December 31, 1882.	Amount of Bonds Outstanding December 31, 1882.
Rate.	Payable.			
6	May 1 and Nov. 1	$600,000	$600,000	$600,000
6	May 1 and Nov. 1	500,000	500,000	500,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.					
			Single.		Reduced to Single Track.			
					Track.		Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.
Main line within State	Saucelito	Duncans	64¼	10	66¼	10	(b) 76	(c) 10
	Junction	San Rafael	2					

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1882.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	132½	42½	5,631	172	41½	7,138
Length of steel rail	20	35	700			
Total length of iron rail laid during the year				None		
Total length of steel rail laid during the year				None		
Total length of iron rail replaced by steel rail during the year				10		
Of the iron rail, the length of rerolled iron was				None		

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County	May 5, 1876	May 5, 1896	Marin County	Semi-annually	7 per cent

Total Amount of Bonds or Cash.	Disposed of.		
	Amount of Bonds.	Cash Realized.	Discount.
$160,000 00	$160,000 00	$144,208 00	$15,792 00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

David Nye, General Superintendent of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

DAVID NYE, General Superintendent.

Subscribed and sworn to before me, this twenty-sixth day of April, 1883.

JAMES L. KING, Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. Goodall, President ..... San Francisco
John Rosenfeld, Vice-President ..... San Francisco
W. H. Knight, Secretary ..... San Francisco
Goodall, Perkins & Co., Treasurers and General Agents ..... San Francisco
S. O. Putnam ..... San Francisco
J. L. Howard ..... San Francisco
Wm. Norris ..... San Francisco
Edwin Goodall ..... San Francisco

BUSINESS ADDRESS OF THE COMPANY.

No. 10 Market Street ..... San Francisco

The Pacific Coast Railway Company was incorporated September 22, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Luis Obispo and Santa Maria Valley Railroad Company	April 22, 1875
Pacific Coast Railroad Company	April 18, 1882

Capital Stock.

1. Capital stock authorized by charter	$2,628,500 00
2. Capital stock authorized by votes of company	2,628,500 00
3. Capital stock issued; amount paid in	1,170,000 00
5. Total amount paid in, as per books of company	1,170,000 00
8. Par value of shares issued	100 00

Debt.

12. Funded debt as follows:	
Bonds	$1,170,000 00
13. Total amount of funded debt	$1,170,000 00
14. Unfunded debts:	
All other debts, current credit balances, etc.	$44,343 53
15. Total amount of unfunded debt	$44,343 53
16. Total gross debt liabilities	$1,214,343 53
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	$2,747 58
Materials and supplies on hand	17,076 98
Other securities and debt balances	519,108 37
18. Total	$538,932 93
Total net debt and liability	$675,410 60

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

	To December 31, 1882.
1. Grading and masonry	No details.
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	

Equipment.

	To December 31, 1882.
12. Locomotives	No details.
13. Snow plows on wheels	
14. Parlor cars	
15. Sleeping cars	
16. Passenger cars	
Mail cars	
Baggage cars	
17. Freight cars	
Other cars	

Expenditures Charged to Property Account During the Year.

17. Any other expenditures charged to property account:	
Total amount expended for construction and equipment during the year	$540,584 85

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$15,292 58
5. Derived from express and extra baggage	86 87
6. Derived from mails	769 70
7. Total earnings from passenger department	$16,149 15
12. Total earnings from freight department	$72,930 99
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.):	
Port Harford wharfage—dockage commissions, etc.	$26,067 17
19. Total income derived from all sources	$115,147 31

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$3,729 56
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Car cleaning and oiling	461 14
Station expenses	1,058 11
Train expenses	1,715 78
Wharfage expenses	858 24
Freight	123 16
Stock (live)	57 00
Oil and waste for cars	50 96
Telegraph repairs and expenses	3 03
Station service	9,297 08
Train service	3,739 25
Wharf service, Port Harford	6,719 05
Advertising and printing	752 47
Fuel	6,368 54
Oil, waste, and tallow	93 71
Engineers, firemen, and wipers	6,111 70
Repairs, locomotive	1,881 28
Repairs, shop, tools, and machinery	342 90
Water supply	118 23

Class III—Passenger traffic expenses.

Maintaining bridges	$308 37
Maintaining road	11,111 91
Maintaining station houses	159 91
Maintaining engine houses and shops	188 47
Maintaining wharf, Port Harford	4,980 24
Maintaining section houses	62 17
Maintaining turntables	50 28
Maintaining water stations	19 15
Maintaining fences, crossings, and C. G.	23 36
Maintaining passenger and baggage cars	412 71
Maintaining freight cars	1,037 99
Maintaining hand and push cars	2 20
General office expenses	744 56
General office services	4,655 55
Legal expenses	350 00

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$67,588 16
11. Percentage of expenses to total transportation earnings	58.6

Net Income, Dividends, Etc.

4. Interest accrued during the year:	
On funded debt	$7,200 00
On other debt	9,519 07

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$16,149 15

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$72,930 99

General Balance Sheet at Closing of Accounts, December 31, 1882.

		December 31, 1882.
Debits.		
Cost of road		$1,918,960 78
Cost of equipment		
Supplies and materials on hand		17,076 98
Cash, cash assets, and other items:		
Cash	$2,747 58	
Due from sundry persons, agents and conductors, other companies	519,108 37	521,855 95
Total		$2,457,893 71
Credits.		
Capital stock		$1,170,000 00
Funded debt		1,170,000 00
Other debts:		
Bills payable for supplies		44,343 53
Profit and loss (profit)		73,550 18
Total		$2,457,893 71

Description of Road.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	February 1, 1876
From Castro to San Luis Obispo	August 16, 1876
From Port Harford to Avila	December 1, 1876
From San Luis Obispo to Arroyo Grande	October 16, 1881
From Arroyo Grande to Santa Maria	June, 1882
From Santa Maria to Los Almos	October 11, 1882

2. Length of main line of road from Port Harford to Los Almos	$63\frac{8}{10}$ miles
Length of main line in California	All
10. Total length of road belonging to the company	$93\frac{8}{10}$ miles
11. Aggregate length of siding and other tracks not enumerated above	$2\frac{1}{10}$ miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	55 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 8,529 feet), in California	8
19. Number of crossings of highways at grade, in California	14
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	14

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	5	20,000	$40,000 00
2. Tenders [Included above]			
6. Passenger cars	4	12,000	12,000 00
7. Mail and baggage cars	1	10,000	1,500 00
8. Eight-wheel box freight cars	18	1,000	7,200 00
10. Eight-wheel platform cars	100	800	30,000 00
12. Other cars	18	100	1,800 00
13. Total market value	------	----------	$92,500 00

Mileage, Traffic, Etc.

2. Rate of speed of express passenger trains, including stops	18 miles
6. Rate of speed of accommodation freight trains, including stops	12 miles
15. Highest rate of fare per mile for any distance (excluding one mile)	8 cents
16. Lowest rate of fare per mile for any distance (single fare)	7 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	$7\frac{1}{2}$ cents
21. Highest rate of freight per ton per mile for any distance	$14\frac{6}{10}$ cents
22. Lowest rate of freight per ton per mile for any distance	$4\frac{4}{10}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$7\frac{2}{10}$ cents
30. Number of persons regularly employed by company, including officers	300
Average monthly pay of engine drivers	$120 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	80 00
Average monthly pay of baggagemasters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	48 00
Average monthly pay of mechanics in shops	100 00
Average monthly pay of laborers	47 00

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	Nov. 1, 1882.	Sept. 1, 1892.	Gold.	Gold.

Interest.		Authorized Amount.	Total Issued, Dec. 31, 1882.	Accrued Interest.	
Rate.	Payable.			To Dec. 31, 1882.	During Year.
6 per cent.	Semi-annually.	$1,170,000 00	$1,170,000 00	$11,700 00	$11,700 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1882.	
			Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State	Port Harford	Los Almos	$8\frac{8}{10}$	55.00
Total constructed during the year				38.00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles Goodall, President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

CHARLES GOODALL, President.
EDWIN GOODALL, Secretary.

Subscribed and sworn to before me, this first day of February, 1884.

J. T. MILLIKEN, Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Frederick Birdsall, President	Sacramento
Constant Birdsall, Vice-President	Sacramento
Edward F. Stone, Secretary	San Francisco
Pacific Bank, Treasurer	San Francisco
B. F. Langford	Lockeford
Jacob Brack	Brack's Landing
H. Benteley	Woodbridge
Thomas McConnell	Elk Grove
S. Washburne	Woodbridge

BUSINESS ADDRESS OF THE COMPANY.

306 Pine Street — San Francisco, California

The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	$1,000,000 00
2. Capital stock authorized by votes of company	No action
3. Capital stock issued [number of shares, 2,850]; amount paid in	285,000 00
4. Capital stock paid in on shares not issued [number of shares, 110]	11,000 00
5. Total amount paid in, as per books of the company	296,000 00
6. Amount of capital stock issued but not full paid	None

7. Amount per share still due thereon		None
8. Par value of shares issued		100 00
9. Total number of stockholders	13	
10. Number of stockholders in California	13	
11. Amount of stock held in California		296,000 00

DEBT.

12. Funded debt as follows:	
Bonds	None
Interest paid on same during year	
Certificates of indebteduess	
Interest paid on same during year	
13. Total amount of funded debt	

NOTE.

SAN FRANCISCO, October 19, 1883.

To the Board of Railroad Commissioners of the State of California, San Francisco:

GENTLEMEN: As the existence and operations of this company extend over but a part of the year 1882, during which only a portion of its contemplated line of railroad was constructed, viz.: from Brack's to Wallace, $30\frac{3}{10}$ miles, the accounts of the company were not closed on December 31, 1882.

The report to be made to your Board at the end of the present year, in such tabulated form as may be required, will embrace the business of the company from the date of its incorporation to December 31, 1883.

Respectfully yours,

EDWARD F. STONE, Secretary.

SANTA CRUZ RAILROAD.

The corporation is still in existence, but has no property. See remarks on last year's report.

J. WILLCUTT, Secretary.

Filed, July 3, 1883.

[From last year's report.]

This road came into possession of officers in May last, and has since been sold under foreclosure proceedings. Pending these changes and the time for redemption, no detailed account of the business has been kept, and the office records, as far as can be ascertained, do not give much of the information asked for within.

J. L. WILLCUTT, Secretary.

SONOMA VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Peter Donahue, President	San Francisco
J. M. Donahue, Vice-President	San Francisco
R. H. Lloyd, Treasurer	San Francisco
T. W. Johnston, Secretary	San Francisco
A. Hughes	San Francisco
Thomas Donahue	San Francisco
P. J. McGlynn	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

No. 426 Montgomery Street ..... San Francisco, California

The Sonoma Valley Railroad Company was incorporated July 24, 1878.

Capital Stock.

2. Capital stock authorized by votes of company	$200,000 00
3. Capital stock issued [number of shares, 2,000]; amount paid in	200,000 00
8. Par value of shares issued	100 00
10. Number of stockholders in California	7
11. Amount of stock held in California	200,000 00

Debt.

14. Unfunded debt: All other debts, current credit balances, etc	$40,542 36
16. Total gross debt liabilities	$240,542 36

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets: Materials and supplies on hand; Sinking funds; Other securities and debt balances	$29,541 64

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry; 2. Bridging; 3. Superstructure, including rails	$143,059 34
5. Passenger and freight stations, and water stations; 6. Engine houses, car sheds, and turntables	5,518 25
7. Machine shops, including machinery and tools	750 00
11. Total cost of construction	$149,327 59

Equipment.

	Number	To December 31, 1882. Cost.
12. Locomotives	3	$15,500 00
17. Freight cars	----	23,186 77
18. Total for equipment	----	$38,686 77

Property Purchased and on Hand not Included in the Foregoing Accounts.

25. *Other property purchased.*

Furniture	$300 00
26. Total for property purchased, etc.	$188,314 36
29. Amount of supplies and materials on hand	26,562 34
30. Cash and cash assets	2,979 30
31. Total property and assets of the company	$217,856 00

Expenditures Charged to Property Account During the Year.

3. Superstructure, including rails	$599 64
5. Passenger and freight stations; Woodsheds and water stations	518 25
14. Freight and other cars	166 77
20. Net addition to property account for the year	$1,284 66

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$23,686 40
5. Derived from express and extra baggage	14 25
7. Total earnings from passenger department	$23,700 65
8. Derived from local freight on roads operated by this company	$24,521 95
12. Total earnings from freight department	$24,521 95
13. Derived from rents for use of road and equipment when leased	$1,715 00
14. Total transportation earnings	$49,937 60
15. Earnings per mile of road operated	1,314 15
19. Total income derived from all sources	49,937 60

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$1,016 09
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer express	28,532 00
Office	3,206 19
Stationery and printing	338 50
Advertising	837 85
Repair of wharf	41 30
Miscellaneous expenses	10 80
Legal expenses	346 20
5. Total	$34,328 93
6. Proportion belonging to passenger department	Not separated

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$8,439 88
5. Repairs of bridges	561 80
6. Repairs of buildings and fixtures (stations and turntables)	1 35
10. Repairs of locomotives, salaries, and running expenses	2,737 89
14. Fuel for engines and cars:	
Number of tons of coal (cost)	3,063 00
19. Total	$14,803 92

Class III—Passenger traffic expenses.

1. Repairs of all cars	$896 93
4. Salaries of all trains	1,299 30
5. Salaries of all stations	2,641 11
8. Total	$4,837 34

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	$357 50
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	54,327 69
11. Percentage of expenses to total transportation earnings	$108\frac{8}{100}$

Net Income, Dividends, Etc.

8. Deficit at commencement of the year	$18,136 27	
Deduct or add entries made in profit and loss account during the year not included in the foregoing statement	4,550 09	
10. Total deficit, December 31, 1882		$22,686 36

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Not kept separate.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Not kept separate.)

General Balance Sheet at Closing of Accounts, December 31, 1882.

Debits.

Cost of road	$143,059 34
Cost of equipment	45,255 02
Cash, cash assets, and other items	29,541 64
Profit and loss	22,686 36
Total	$240,542 36

Credits.

Capital stock	$200,000 00
Other debts	40,542 36
Total	$240,542 36

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Expenses, taxes, etc.	$54,327 69	
Sundry items	160 00	
Gross receipts		$49,937 60
Loss		4,550 09
	$54,487 69	$54,487 69

Description of Road.

1. Date when the road or portions thereof were opened for public use: From Sonoma Landing to Sonoma City (15 miles)	August 23, 1880
2. Length of main line of road from Sonoma to Sonoma Landing	15 miles
10. Total length of road belonging to this company	15 miles
11. Aggregate length of siding and other tracks not enumerated above	1 mile
16. Number of spans of bridges (of twenty-five feet and upwards) in California	2
18. Number of wooden bridges (aggregate length, 85 feet,) in California	1
19. Number of crossings of highways at grade, in California	7
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	7
34. Total miles of road operated by this company	15
35. Total miles of road operated by this company in California	15
36. Number of stations on all roads operated by this company	7
37. Number of stations on all roads owned by this company	7

Rolling Stock.

	No.	Average Weight.
1. Locomotives	3	
Average weight of engines in working order		37,000
Maximum weight of engines in working order [42,000]		
2. Tenders	2	
Average weight of tenders full of fuel and water		30,000
Maximum weight of tenders full of fuel and water [34,000]		
Average joint weight of engines and tenders		67,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [36 feet]		
4. Total length of heaviest engine and tender over all [47 feet]		
6. Passenger cars	3	
Average weight		26,000
Maximum weight [26,000]		
7. Mail and baggage cars	1	
8. Eight-wheel box freight cars	2	
9. Four-wheel box freight cars	None	
10. Eight-wheel platform cars	24	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	27
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse.	
16. Number of cars equipped with train brakes	1
Kind of brake: Westinghouse.	
17. Number of passenger cars with Miller platform and buffer	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	10,860
2. Rate of speed of express passenger trains, including stops	10
3. Rate of speed of accommodation trains, including stops	10
6. Rate of speed of accommodation freight trains, including stops	16
9. Total number of passengers carried	29,094
Number of local passengers going north	14,493
Number of local passengers going south	14,601
10. Total passenger mileage, or passengers carried one mile	1,050,933
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger (including steamers)	36.12
12. Number of tons freight carried (not including gravel)	10,609
13. Total freight mileage, or tons carried one mile	384,196
15. Highest rate of fare per mile for any distance (excluding one mile)	$7\frac{50}{100}$ cents
16. Lowest rate of fare per mile for any distance (single fare)	$2\frac{62}{100}$ cents
20. Average rate of fare per mile for all passengers	$2\frac{25}{100}$ cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{97}{100}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$6\frac{38}{100}$ cents
25. Average rate of freight per ton per mile for all	$6\frac{38}{100}$ cents
26. Average number of cars in passenger trains (including baggage cars)	3
27. Average number of cars in freight trains—basis of eight-wheel	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	145,000 pounds
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	175,000 pounds
30. Number of persons regularly employed by railroad company, including officers	27
Average monthly pay of employés, other than officers	$57 71
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men (as foremen)	60 00
Average monthly pay of laborers	47 25

Relating to Passengers.

2. Passengers to San Francisco (including season)	13,462
3. Passengers from San Francisco (including season)	13,611

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1882.		
			Single.	Length of Roadway—Single and Double Track.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.
Main line within State	Sonoma Landing		15	15	15

TABLE C—Continued.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882. Reduced to Single Track.			
			Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	(b) Iron.	Iron and Steel.
Main line within State	Sonoma Landing	----------	15	1	16	16
Total on whole road, December 31, 1882						16

The length of rail is double the length of single track, column (b) above.	December 31, 1882. Within the State.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	32	27½	880

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Arthur Hughes, General Manager of the Sonoma Valley Railroad Company, and Thos. W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

ARTHUR HUGHES.
THOS. W. JOHNSTON.

Subscribed and sworn to before me, this twenty-third day of November, 1883.

JAMES T. KINGWELL, Notary Public.

SOUTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. E. Davis, President ---------- San Francisco, California
Joseph Clark, Vice-President ---------- San Francisco, California
George H. Waggoner, Secretary ---------- San Francisco, California
A. H. Fracker, General Superintendent ---------- San Francisco, California
J. E. Jones ---------- Virginia City, Nevada
E. Deo Barron ---------- Mayfield, California
John Rosenfeld ---------- San Francisco, California
Charles Iverson ---------- Alameda, California
Cary Peebles ---------- Santa Clara, California

Business Address of the Company.

Ferry Slip, foot Market Street ..... San Francisco, California

The South Pacific Coast Railroad Company was incorporated March 29, 1876.

Capital Stock.

1. Capital stock authorized by charter	$1,000,000 00
2. Capital stock authorized by votes of company	1,000,000 00
5. Total amount paid in, as per books of the company	1,000,000 00
6. Amount of capital stock issued but not full paid	None
7. Amount per share still due thereon	None
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	6

Debt.

14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$2,974,199 96
All other debts, current credit balances, etc.		
16. Total gross debt liabilities		$2,974,199 96
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$45,822 86	
Materials and supplies on hand	34,089 61	
Other securities and debt balances	284,981 93	
		364,844 40
18. Total net debt liabilities		$2,609,355 56

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$385,320 22
2. Bridging	102,756 22
3. Superstructure, including rails	389,840 89
4. Land:	
Land damages	148,288 54
Fences	
5. Passenger and freight stations	47,973 33
6. Engine houses, car sheds, and turntables	11,750 97
7. Machine shops, including machinery and tools	37,282 58
9. Engineering	51,015 60
Agencies, salaries, and other expenses during construction	187,536 82
	418,566 77
11. Total cost of construction	$1,780,331 94

Equipment.

	No.	Cost.
12. Locomotives	14	$119,604 95
14. Parlor cars	2	11,470 07
16. Passenger cars	48	153,734 85
Mail cars	7	13,300 00
Baggage cars		
17. Freight cars	367	160,788 43
Other cars	76	7,813 19
Three steamers	------	463,685 43
18. Total for equipment	------	$930,369 87

Property Purchased and on Hand not Included in the Foregoing Accounts.

27. Whole amount of permanent investments	$2,710,728 81
28. Property in California	All
29. Amount of supplies and materials on hand	34,089 61
30. Cash and cash assets	330,754 79
31. Total property and assets of the company	$3,075,573 21

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$1,129 46
3. Superstructure, including rails		1,473 68
4. Land		127 30
Land damages		
Fences		
5. Passenger and freight stations		1,448 60
6. Engine houses, car sheds, and turntables		34 43
7. Machine shops		4,214 15
8. Engineering, agencies, salaries, and other expenses during construction		1,542 24
9. Locomotives	[2]	17,853 05
13. Passenger, mail, and baggage cars	[5]	7,100 00
14. Freight and other cars	[62]	7,856 64
18. Total		$52,779 55
19. Property sold and credited to property account during the year:		
Eight engineering agencies, etc.	$612 83	
Four land agencies	100 00	
Six engine houses	1,732 00	
		2,444 83
20. Net addition to property account for the year		$50,334 72

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$287,471 72
5. Derived from express and extra baggage	3,507 70
6. Derived from mails	4,067 71
7. Total earnings from passenger department	$295,047 13
8. Derived from local freight on roads operated by this company	$334,168 55
12. Total earnings from freight department	$334,168 55
14. Total transportation earnings	$629,215 68
17. Income derived from rent of property, other than road and equipment	4,763 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.):	
Telegraph	3,772 00
Flume	15,675 79
Miscellaneous receipts	6,222 13
Wharfage	3,652 90
19. Total income derived from all sources	$660,301 50

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$10,215 09
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	20,892 05
Advertisements	5,627 26
Injuries to persons and stock	20,651 57
Stationery and printing	4,133 13
Rents	18,000 00
Legal service	6,485 00
Repairs, machinery, and tools	3,864 46
Wages and repairs, flume	14,992 37
4. Telegraph expenses	3,142 49
5. Total	$108,003 42

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$56,124 33
5. Repairs of bridges	5,568 60
6. Repairs of buildings and fixtures (stations and turntables)	2,066 62
8. Repairs of fences, road crossings, and signs	892 38
10. Repairs of locomotives	19,336 66
12. Repairs of tunnels	990 40
19. Total	$84,978 99

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, baggage, and freight cars	$24,350 85
3. Damages and gratuities, passengers, freight, and property	22,390 29
4. Salaries, wages, and incidentals of passenger and freight trains	111,665 16
Salaries, wages, and incidentals of ferries	141,070 80
5. Salaries, wages, and incidentals of passenger stations	50,422 89
8. Total	$349,899 99
9. Total expenses of operating the road embraced in Classes I, II, and III	$542,882 40

General Balance Sheet at Closing of Accounts, December 31, 1882.

		December 31, 1882.
Debits.		
Cost of road	$1,780,331 94	
Cost of equipment	930,396 87	
		$2,710,728 81
Supplies and materials on hand		34,089 61
Sinking funds in hands of Trustees		45,822 86
Cash, cash assets, and other items:		
Sundry balances		284,931 93
Profit and loss (loss) January 1, 1882		19,045 85
Total		$3,094,619 06
Credits.		
Capital stock		$1,000,000 00
Other debts (Treasurer)		1,926,800 77
Sundry balances		47,399 19
Profit and loss (profit) December 31, 1882		120,419 10
Total		$3,094,619 06

Profit and Loss Account for the Year Ending December 31, 1882.

	Debits.	Credits.
Balance January 1, 1882	$19,045 85	
Revenue		$663,301 50
Expenditures	542,882 40	
Balance December 1, 1882	101,373 25	
	$663,301 50	$663,301 50

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Dumbarton Point to Los Gatos (now abandoned)	June 1, 1878
From Los Gatos to Alma	August 1, 1878
From Alma to Wrights	May 1, 1879
From Wrights to Junction at Felton	May 15, 1880
2. Length of main line of road from Dumbarton Point to Junction at Felton	45.30 miles
Length of main line in California	All
11. Aggregate length of siding and other tracks not above enumerated	9.68 miles
13. Aggregate length of track belonging to this company computed as single track	54.93 miles
14. Same in California	All
16. Number of spans of bridges of 25 feet and upwards, in California	11
18. Number of wooden bridges (aggregate length, 784 feet), in California	11
19. Number of crossings of highways at grade, in California	36
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	38
27. Number of railroad crossings at grade	1
At Santa Clara, crossing the Southern Pacific Railroad.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	None

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles.)	Dates of Lease.
	From—	To—		
Bay and Coast Railroad	Alameda Point	Newark	24.1	No items agreed upon yet.
Bay and Coast Railroad	Alameda Point	Center of bridge San Antonio Creek	1.1	
Oakland Township Railroad	Center of bridge in San Antonio Creek	Fourteenth Street, Oakland	0.9	
Santa Cruz and Felton Railroad	Junction at Felton	Santa Cruz Beach	5.9	

31. Total length of above roads	32 miles
32. Total length of above roads in California	All
33. Total length of above roads in other States	None
34. Total miles of road operated by this company	86.98
35. Total miles of road operated by this company in California	All
36. Number of stations on all roads operated by this company	39
37. Number of stations on all roads owned by this company	14
38. Same in California	All
39. Miles of telegraph on line of road operated by this company	142½
40. Miles of telegraph owned by this company	None
41. Number of telegraph offices in company stations	10
42. Number of telegraph stations operated by this company	24
43. Number of telegraph stations operated jointly by railroad and telegraph companies	24

Rolling Stock.

	Number.	Average Weight.
1. Locomotives	14	30,000
Average weight of engines in working order		38,000
Maximum weight of engines in working order [57,000]		
2. Tenders	14	9,800
Average weight of tenders full of fuel and water		22,000
Maximum weight of tenders full of fuel and water [30,000]		
Average joint weight of engines and tenders		39,800
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [38 feet]		
4. Total length of heaviest engine and tender over all [44 feet]		
6. Passenger cars	50	
Average weight		18,000
Maximum weight [25,000]		
7. Mail and baggage cars	7	15,000
8. Eight-wheel box freight cars	78	11,000
10. Eight-wheel platform cars	289	7,800
12. Other cars (hand, push, and trucks)	76	500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	367
15. Number of locomotives equipped with train brakes	13
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	45
17. Number of passenger cars with Miller platform and buffer	45

Mileage, Traffic, Etc.

1. Miles run by passenger trains		237,177
2. Rate of speed of express passenger trains, including stops		$20\frac{1}{2}$ miles
3. Rate of speed of accommodation trains, including stops		
4. Miles run by freight trains		98,190
5. Rate of speed of express freight trains, including stops		12 miles
6. Rate of speed of accommodation freight trains, including stops		
7. Miles run by other trains, and for what purpose:		
Mixed	22,598	
Switching	54,520	
Work	14,210	
		91,328
8. Total train miles run		426,695
9. Total number of passengers carried		982,437
Number of through passengers going east (or north)		9,318
Number of through passengers going west (or south)		8,444
Number of local passengers going east (or north)		471,163
Number of local passengers going west (or south)		493,512
10. Total passenger mileage, or passengers carried one mile		13,795,378
11. Passenger mileage to and from other roads:		
Average number of miles traveled by each local passenger		$12\frac{82}{100}$
Average number of miles traveled by each through passenger		80
Average number of miles traveled by each passenger, through and local		$14\frac{04}{100}$
12. Number of tons freight carried (not including gravel):		
Number of tons freight from other States, carried		192,112
13. Total freight mileage, or tons carried one mile		6,511,150
15. Highest rate of fare per mile for any distance (excluding one mile)		$7\frac{20}{100}$ cents
16. Lowest rate of fare per mile for any distance (single fare)		$\frac{50}{100}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company		$1\frac{95}{100}$ cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets		$3\frac{33}{100}$ cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket		$\frac{70}{100}$ cents
20. Average rate of fare per mile for all passengers		$2\frac{09}{100}$ cents
21. Highest rate of freight per ton per mile for any distance		15 cents
22. Lowest rate of freight per ton per mile for any distance		3 cents
23. Average rate of local freight per ton per mile on roads operated by this company		8 cents

25. Average rate of freight per ton per mile for all	8 cents
26. Average number of cars in passenger trains (including baggage cars)	5
27. Average number of cars in freight trains—basis of eight-wheel	25
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	78 tons
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	140 tons
30. Number of persons regularly employed by company, including officers	350
Average monthly pay of employés, other than officers	$100 00
Average daily pay of engine drivers	$4
Average monthly pay of passenger conductors	$100 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average daily pay of section men	1 70
Average daily pay of mechanics in shops	3 25
Average daily pay of laborers	1 70

Relating to Passengers.

1. Total season ticket passengers (round trip)	146,000
2. Passengers to San Francisco (including season)	420,398
3. Passengers from San Francisco (including season)	421,812
4. Season ticket passengers to and from San Francisco (one round trip daily)	146,000

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness — in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				2		2		
Employés	3			3	3	3		
Others			1	2	1	2		
Total	3		1	7	4	7	4	7

Statement of Each Accident in California.

May 1—Near Chestnut Street, Alameda, jumping off train while in motion, Mary Harrigan obtained an oblique fracture of right thigh, and contusions about the head and face. The fracture only a simple one.

May 14—Edward Mitchell; killed at Third Avenue, Alameda, jumping on and off train while in motion.

May 26—John Lynch; right ankle and thigh badly bruised, by attempting to board a train in motion, at Alameda Point.

June 2—P. J. O'Brien; leg broken. Pat. Leonard and Thomas Callaghan; ribs fractured. They ran their hand car into a caboose in tunnel No. 3.

June 20—Fireman John J. McNamara; killed at Clemo Switch siding. Engine No. 9 mounted the track and fell over him.

June 25—A Chinaman, aged about sixteen years, unknown, jumped off the train while in motion, between Alameda Point and Webster bridge; skull fractured, and seriously cut about the face.

March 19—Terrence Larkin; dislocated his shoulder by falling off the hand car on section No. 7.

September 11—I. Daly, brakeman; instantly killed by being thrown from top of car, one half mile south of High Street drawbridge.

D. Driscoll, fireman; killed. Engine fell on him.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1882.				
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State	Newark	Junction at Felton	45.30	45.30	45.30	9.68	(b) 54.98
Total on whole road, December 31, 1882			45.30	45.30	45.30	9.68	54.98

The length of rail is double the length of single track, column (b) above.	December 31, 1882.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	110	39.28	4,321	110	39.28	4,321

State of California, } ss.
County of San Francisco. }

A. E. Davis, President of the South Pacific Coast Railroad Company, and Geo. H. Waggoner, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six (26) sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1882.

A. E. DAVIS.
GEO. H. WAGGONER.

Subscribed and sworn to before me, this tenth day of July, 1883.

JAMES L. KING, Notary Public.

REPORTS

OF

Railroad Companies for the Year 1883.

REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR THE YEAR ENDING DECEMBER 31, 1883.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of Report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
Charles Crocker, Vice President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Corner of Fourth and Townsend Streets, San Francisco ..... California

The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter		$675,000 00
2. Capital stock authorized by votes of company		675,000 00
3. Capital stock issued [number of shares, 6,750]; amount paid in		675,000 00
5. Total amount paid in, as per books of the company		675,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	12	
10. Number of stockholders in California	11	
11. Amount of stock held in California		648,400 00

DEBT.

12. Funded debt as follows:		
Bonds		$675,000 00
Interest paid on same during year	$40,500 00	
13. Total amount of funded debt		$675,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		20,790 00
16. Total gross debt liabilities		695,790 00
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		$16,224 77
18. Total net liabilities		$679,565 23

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

5. Passenger and freight stations	$1,361,908 98

Equipment.

(No equipment except what is furnished by lessees.)

26. Total for property purchased, etc.	$1,361,908 98
30. Cash and cash assets	16,224 77
31. Total property and assets of the company	$1,378,133 75

Expenditures Charged to Property Account During the Year.

2. Bridging	$91 60
18. Total	$91 60
20. Net addition to property account for the year	$91 60

Revenue for the Year.

(See report of Central Pacific Railroad Company, lessees.)

13. Derived from rent for use of road and equipment when leased	$42,000 00
Less general expenses	5 50
14. Total transportation earnings	$41,994 50

Net Income, Dividends, etc.

1. Total net income		$41,994 50
2. Percentage of same to capital stock and net debt	$3\frac{1}{10}$	
3. Percentage of same to total property and assets	$3\frac{1}{20}$	
4. Interest accrued during the year:		
On funded debt		40,500 00
7. Balance for the year, or surplus		1,494 50
8. Surplus at commencement of the year	$5,849 25	
9. Surplus at commencement of the year, as changed by aforesaid entries		5,849 25
10. Total surplus, December 31, 1883		7,343 75

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Included in lessees' report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Included in lessees' report.)

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$1,361,908 98
Cash, cash assets, and other items	16,224 77
Total	$1,378,133 75

Credits.

Capital stock	$675,000 00
Funded debt	675,000 00
Other debts	20,790 00
Profit and loss (profit)	7,343 75
Total	$1,378,133 75

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Rental		$42,000 00
General expense	$5 50	
Interest	40,500 00	
Profit	1,494 50	
	$42,000 00	$42,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Galt to Ione	December 4, 1876
2. Length of main line or road from Galt to Ione	27.2000
Length of main line in California	27.2000
10. Total length of road belonging to this company	27.2000
11. Aggregate length of siding and other tracks not enumerated above	2.4858
12. Same in California	2.4858
13. Aggregate length of track belonging to this company computed as single track	29.6158
14. Same in California	29.6158
16. Number of spans of bridges of twenty-five feet and upwards, in California	3
18. Number of wooden bridges (aggregate length, 2,057 feet), in California	41
19. Number of crossings of highways at grade, in California	16
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	16
36. Number of stations on all roads operated by this company	4
39. Miles of telegraph on line of road operated by this company	27
41. Number of telegraph offices in company stations	1

ROLLING STOCK.

(Rolling stock furnished by lessees.)

TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	July 1, 1877	July 1, 1907	Gold	Gold	6	July and Jan.

Authorized Amount.	Total Issued, December 31, 1883.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1883.
$675,000	$675,000	$40,500	$675,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACK (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.							
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.				
						Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Galt	Ione	27.2000	27.2000	27.2000	27.2000	2.4858	(b) 29.6858	----------	29.6858
Total on whole road, December 31, 1883			27.2000	27.2000	27.2000	27.2000	2.4858	29.6858	----------	29.6858
Total constructed during year			----------	----------	----------	----------	0.1438	0.1438	----------	0.1438
Total within the State constructed during year			----------	----------	----------	----------	0.1438	0.1438	----------	0.1438

The length of rail is double the length of single track, column (b) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	59.3716	44	2,612.3504	59.3716	44	2,612.3504
Total length of iron rail laid during the year in constructing sidings	0.2876	44	12.6544	0.2876	44	12.6544

State of California,
City and County of San Francisco. } ss.

Charles Crocker, Vice-President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me this fifteenth day of May, 1884.

HOLLAND SMITH, Notary Public.

BERKELEY BRANCH RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
George Crocker, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
C. P. Huntington	New York
Charles F. Crocker	San Francisco

Business Address of the Company.

Northeast corner Fourth and Townsend Streets ..... San Francisco, California

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

Capital Stock.

1. Capital stock authorized by charter		$100,000 00
2. Capital stock authorized by votes of company		100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in		100,000 00
5. Total amount paid in, as per books of the company		100,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		76,800 00

Debt.

12. Funded debt as follows:		
Bonds		$100,000 00
Interest paid on same during year	$6,000	
13. Total amount of funded debt		$100,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$18,658 81
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds		$6,003 25
18. Total net debt liabilities		$112,655 56

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

11. Total cost of construction	$221,727 45

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	$221,727 45
31. Total property and assets of the company	$221,727 45

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	To December 31, 1883.
Character.	Invested.
First mortgage	$6,003 25

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry 2. Bridging 3. Superstructure, including rails	$8,079 87
8. Engineering, agencies, salaries, and other expenses during construction:	
Building sewers	105 74
Platforms	1,341 83
Tool houses at Berryman's	32 86
18. Total	$9,560 30
20. Net addition to property account for the year	$9,560 30

REVENUE FOR THE YEAR.

(See report of Central Pacific Railroad Company, lessees.)

13. Derived from rents for use of road and equipment when leased	$9,216 00
Less general expenses	28 00
	$9,188 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Sinking fund, interest	120 00
19. Net income derived from all sources	$9,308 00

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$9,308 00
2. Percentage of same to capital stock and net debt	$4\frac{38}{100}$	
3. Percentage of same to total property and assets	$4\frac{20}{100}$	
4. Interest accrued during the year:		
On funded debt		6,000 00
5. Dividends declared for the year		None
6. Date of last dividend declared		None
7. Balance for the year, or surplus		3,308 00
8. Surplus at commencement of the year	$5,883 89	
9. Surplus at commencement of the year, as changed by aforesaid entries		5,883 89
10. Total surplus December 31, 1883		9,191 89
11. Paid to sinking funds, in hands of Trustees		2,003 2

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by lessees.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by lessees.)

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$221,727 45
Sinking funds in hands of Trustees	6,123 25
Total	$227,850 70

Credits.

Capital stock	$100,000 00
Funded debt	100,000 00
Other debts	18,658 81
Profit and loss (profit)	9,191 89
Total	$227,850 70

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
Rental		$9,216 00
Interest	$6,000 00	
General expenses	28 00	
Profit	3,188 00	
Totals	$9,216 00	$9,216 00

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1876
From Berkeley to Berryman's	July 1, 1878
2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.4062
12. Same in California	0.4062
13. Aggregate length of track belonging to this company computed as single track	4.2425
14. Same in California	4.2425
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds); 6.3592 rail	3.1796
18. Number of wooden bridges (aggregate length, 47 feet), in California	1
19. Number of crossings of highways at grade, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold

Interest.		Authorized Amount.	Total Issued December 31, 1883.	Accrued Interest—During Year.
Rate.	Payable.			
6	Jan. and July	$100,000	$100,000	$6,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Shell Mound	Berryman's	0.8599	2.9764	0.8599	2.9764	3.8363	0.8599	2.9764	0.2030	0.2032	(b) 1.0629	(c) 3.1796	4.2425
Total on whole road, December 31, 1883			0.8599	2.9764	0.8599	2.9764	3.8363	0.8599	2.9764	0.2030	0.2032	1.0629	3.1796	4.2425

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	2.1258	44	93.5352	2.1258	44	93.5352
Length of steel rail	6.3592	39.2851	249.8256	6.3592	39.2851	249.8256

State of California,
City and County of San Francisco. } ss.

George Crocker, Vice-President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

GEORGE CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this twenty-second day of March, 1884.

J. F. KINGWELL, Notary Public.

CALIFORNIA NORTHERN RAILROAD.

Names and Residences of Officers and Directors.

N. Luning ..... San Francisco
N. D. Rideout ..... Marysville

(Owners California Northern Railroad.)

Andrew J. Binney ..... Marysville

(General Manager California Northern Railroad.)

Business Address of the Company.

California Northern Railroad ..... Marysville, Yuba County

Cost of Road, Equipment, and Property—Road and Branches.

(Purchased at Commissioners' mortgage foreclosure sale, January 22, 1881; cost, $40,000.)

Revenue for the Year.

1. Derived from local passengers on roads operated by this company		$11,759 75
2. Derived from passengers from and to other roads, over roads operated by this company		5,789 65
5. Derived from express and extra baggage		1,820 45
6. Derived from mails		1,199 28
7. Total earnings from passenger department		$20,569 13
12. Total earnings from freight department		23,553 22
14. Total transportation earnings		$44,122 35
15. Earnings per mile of road operated	$1,665	
16. Earnings per train mile (total passenger and freight)	2 28	
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), Wood		$13 50
19. Total income derived from all sources		$44,135 85

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$3,264 62
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	5,685 39
5. Total	$8,950 01

6. Proportion belonging to passenger department	Perhaps equal
7. Proportion belonging to freight department	

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$3,210 02
4. New ties. (Number, ——;) cost	1,549 11
5. Repairs of bridges	2,094 67
6. Repairs of buildings and fixtures (stations and turntables)	413 73
10. Repairs of locomotives	142 05
14. Fuel for engines and cars: Number of cords of wood, ——; cost	2,972 77
19. Total	$19,332 36

20. Proportion of same to passenger department	Perhaps equal
21. Proportion of same to freight department	

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$78 23
4. Salaries, wages, and incidentals of passenger trains	Run mixed trains only.
8. Total	$19,410 59

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$467 02
4. Salaries, wages, and incidentals of freight and passenger trains	3,593 41
5. Salaries, wages, and incidentals of freight and passenger stations	6,401 63
8. Total	$26,872 65

10. Per train mile (total passenger and freight)	$1 54
11. Percentage of expenses to total transportation earnings	67.6

NET INCOME, DIVIDENDS, ETC.

1. Total net income	$14,263 20

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road and equipment (original cost, $850,000)	$40,000

DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville	26½ miles
10. Total length of road belonging to this company	26½ miles
11. Aggregate length of siding and other tracks not enumerated above	½ mile
16. Number of spans of bridges (of twenty-five feet and upwards) in California	1
17. Number of wooden bridges	24

ROLLING STOCK.

1. Locomotives	2
2. Tenders	2
6. Passenger cars	2
7. Mail and baggage cars	1
8. Eight-wheel box freight cars	6
10. Eight-wheel platform cars	7
12. Other cars	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	19,345
2. Rate of speed of mixed trains, including stops	20 miles per hour
15. Highest rate of fare per mile for any distance (excluding one mile)	$7\frac{54}{100}$ cents
16. Lowest rate of fare per mile for any distance (single fare)	$5\frac{55}{100}$ cents
21. Highest rate of freight per ton per mile for any distance—first class	$11\frac{32}{100}$ cents
22. Lowest rate of freight per ton per mile for any distance	$2\frac{64}{100}$ cents
30. Number of persons regularly employed by company, including officers	21
Average monthly pay of engine drivers	$90 00
Average monthly pay of passenger conductors	60 00

Average monthly pay of baggage masters	$50 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	40 00
Average monthly pay of laborers	40 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883—Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State	Marysville	Oroville	26.5	

The length of rail is double the length of single track.	Within State—December 31, 1883.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	53	70.71	

STATE OF CALIFORNIA, County of Yuba. } ss.

Andrew J. Binney, General Manager of the California Northern Railroad Company, and ——, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

ANDREW J. BINNEY.

Subscribed and sworn to before me, this thirteenth day of February, 1884.

GEORGE R. ECKART, Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
George Crocker	San Francisco
J. L. Willcutt	San Francisco
N. T. Smith	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets ..... San Francisco, California

The California Pacific Railroad Company was incorporated December 23, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad	January 6, 1865	San Francisco and Marysville Railroad	October 26, 1857
		Sacramento and San Francisco Railroad	December 2, 1864
California Pacific Railroad Extension Company	April 5, 1869	Purchase of Vaca Valley Railroad Company	March 2, 1864

CAPITAL STOCK.

1. Capital stock authorized by charter		$12,000,000 00
2. Capital stock authorized by votes of company		12,000,000 00
3. Capital stock issued [number of shares, 120,000]; amount paid in		12,000,000 00
5. Total amount paid in, as per books of the company		12,000,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	130	
10. Number of stockholders in California	37	
11. Amount of stock held in California		7,652,400 00

DEBT.

12. Funded debt as follows:		
Bonds		$6,851,000 00
Interest paid on same during year	$397,224 29	
Indebtedness—Interest paid on same during year		6,851,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$1,435,001 96
16. Total gross debt liabilities		$8,286,001 96
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		$530,069 23
18. Total net debt liabilities		$7,755,932 73

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	$18,789,517 82

Equipment.

	Number.	Cost.
12. Locomotives	12	$38,443 26
16. Passenger cars	16	
Mail cars	6	
Baggage cars	------	256,570 62
17. Freight cars	189	
Other cars	1	
18. Total for equipment	---------	$395,013 88

23. *Steamboat property.*

Steamer New World	Cost net	$315,909 91
Steamer Moulton		
Steamer Vallejo		
Barge Napa		
26. Total for property purchased, etc. (capital represented in old fleet)		315,909 91
27. Whole amount of permanent investments		19,134,531 70
30. Cash and cash assets		530,069 23
31. Total property and assets of the company		$20,030,510 84

NOTE.—This fleet has been either sold, or condemned and broken up. This sum represents the actual loss to the company, for the property is out of sight, and valueless.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	Including new sidings	$2,923 47
2. Bridging		
3. Superstructure, including rails		
4. Land		110 00
5. Passenger and freight stations		1,271 93
18. Total		$4,305 40
19. Property sold and credited to property account during the year:		
Old track taken up		699 77
20. Net addition to property account for the year		$3,605 68

REVENUE FOR THE YEAR.

(Traffic earnings and operating expenses included in report of Central Pacific Railroad Company, the lessees.)

13. Derived from rents for use of road and equipment when leased		$600,000 00
General expenses		1,228 90
		$598,771 10

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$598,771 10
2. Percentage of same to capital stock and net debt	$3\frac{3}{100}$	
3. Percentage of same to total property and assets	3	
4. Interest accrued during the year:		
On funded debt	$397,224 29	
On other debts	80,153 44	
Total		$477,377 73
7. Balance for the year, or surplus		$121,393 37
8. Deficit at the commencement of the year	$376,884 49	
9. Deficit at commencement of the year, as changed by aforesaid entries		$376,884 49
10. Deficit December 31, 1883		255,491 12

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1882.

Debits.

Cost of road and steamers	$18,789,517 82 315,909 91	$19,105,427 73
Cost of equipment		395,013 88
Cash, cash assets, and other items		530,069 23
Profit and loss (loss)		255,491 12
Total		$20,286,001 96

Credits.

Capital stock	$12,000,000 00
Funded debt	6,851,000 00
Other debts	1,435,001 96
Total	$20,286,001 96

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Rental		$600,000 00
Interest	$477,377 73	
General expenses	1,228 90	
Profit	121,393 37	
Totals	$600,000 00	$600,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Vallejo to Sacramento	At sundry dates in years 1868 and 1869, while in hands of contractors, who turned the road over to the railroad company January, 1870, who have no record showing the details of the various openings for traffic purposes.
From Napa Junction to Calistoga	
From Davisville to Marysville	

2. Length of main line of road from Vallejo to Sacramento	60.3900
Length of main line in California	60.3900
5. Branches owned by the company	2
Napa Branch, Adalanta to Calistoga (single track)	34.4800
Marysville Branch, Davis to Knight's Landing (single track)	18.6400
6. Total length of branches owned by the company	53.1200
7. Total length of branches owned by the company in California	53.1200
10. Total length of road belonging to this company	113.5100
11. Aggregate length of siding and other tracks, not enumerated above	24.7206
12. Same in California	24.7206
13. Aggregate length of track belonging to this company computed as single track	138.2306
14. Same in California	138.2306
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds):	
Steel rail, fifty pounds per yard 88.5858	44.2929
Steel rail, sixty pounds per yard 4.9886	2.4943
16. Number of spans of bridges of twenty-five feet and upwards, in California	23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California	205
19. Number of crossings of highways at grade, in California	98
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	1
22. Number of highway bridges eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	1 flagman
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	98
27. Number of railroad crossings at grade	1
Central Pacific Railroad at Sacramento.	
36. Number of stations on all roads operated by this company	33
42. Number of telegraph stations operated by this company	14

Rolling Stock.

	Number.	Average Weight.	Market Value.
1. Locomotives	12		
Average weight of engines in working order		59,367	
Maximum weight of engines in working order [61,200]			
2. Tenders	12		$138,443 26
Average weight of tenders full of fuel and water		32,750	
Maximum weight of tenders full of fuel and water [41,000]			
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41.10 feet]			
4. Total length of heaviest engine and tender over all [51 feet]			
5. Snow plows			
6. Passenger cars	16		
Average weight		39,275	
Maximum weight [45,000]			
7. Mail and baggage cars	6	31,250	
8. Eight-wheel box freight cars	37	17,300	256,570 62
9. Four-wheel box freight cars			
10. Eight-wheel platform cars	152	13,500	
11. Four-wheel platform cars			
12. Other cars (caboose)	1	18,600	
Coal and gravel			
13. Total market value			$395,013 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	189
15. Number of locomotives equipped with train brakes	5
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	22
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	16

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.		Authorized Amount.	Total Issued.	Accrued Interest.	Amount of Bonds Outstanding December 31, 1883.
				Interest.	Principal.	Rate.	Payable.		December 31, 1883.	During Year.	
First mortgage	------	Jan. 1, 1867	Jan., 1887	Gold	Gold	7	Jan. and July	$2,250,000	$2,250,000	$157,500	$2,250,000
Extension Company	------	May 1, 1869	July, 1889	Gold	Gold	7	Jan. and July	3,500,000	3,500,000	----------	* 6,000
Second mortgage	------	Aug. 9, 1871	Jan., 1891	Gold	Gold	6	Jan. and July	1,600,000	1,600,000	96,000	1,600,000
Third mortgage	A	July 1, 1875	July, 1905	Gold	Gold	6	Jan. and July	2,000,000	1,995,000	120,000	† 1,995,000
Third mortgage	B	July 1, 1875	July, 1905	Gold	Gold	3	Jan. and July	1,000,000	1,000,000	30,000	1,000,000
								$10,350,000	$10,345,000	$403,500	$6,851,000

* Interest ceased on these January 1, 1874.

† Interest on the unissued $5,000 of these bonds is accumulating, to be paid to the holders of the $6,000 outstanding Extension Company bonds, when they shall send them in to exchange for third mortgage bonds of series "A." The interest is consequently charged up each half year.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

			Length of Track December 31, 1882.										
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.					
								Track.		Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
											(b)	(c)	
Main line within State	Vallejo	Sacramento	13.6516	46.7384	13.6516	46.7384	60.3900	13.6516	46.7384	17.2377	30.8893	46.7384	77.6277
Napa Branch	Adalante	Calistoga	34.4312	0.0488	34.4312	0.0488	34.4800	34.4312	0.0488	3.6460	38.0772	0.0488	38.1260
Marysville Branch	Davis	Knights L'ndg	18.6400	--------	18.6400	--------	18.6400	18.6400	--------	3.8369	22.4769	--------	22.4769
Total on whole road December 31, 1883			66.7228	46.7872	66.7228	46.7872	113.5100	66.7228	46.7872	24.7206	91.4434	46.7872	138.2306
Total constructed during year			--------	--------	--------	--------	--------	--------	--------	0.6977	0.6977	--------	0.6977
Total within the State constructed during year			--------	--------	--------	--------	--------	--------	--------	0.6977	0.6977	--------	0.6977

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883—Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	182.8868	40.	7315.4720	182.8868	40.	7315.4720
Length of steel rail	93.5744	39.7067	3715.5306	93.5744	39.7069	3715.5306
Total length of iron old rail laid during the year in construction of sidings	1.3954	40.	55.8160	1.3954	40.	55.8160

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were paid to the contractors who built the road, as stipulated in the contract. This company has not kept any record of such grants or donations, and has no information whereby entries can be made now in the books.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of way was donated, but details cannot be given.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES F. CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this twenty-second day of May, 1884.

J. F. KINGWELL, Notary Public.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Thomas Nickerson, President	Boston, Massachusetts
S. W. Reynolds, Treasurer and Assistant Secretary	Boston, Massachusetts
Frank H. Pattee, Secretary	National City, California
J. N. Vietor, Auditor	National City, California
M. N. Luce, Attorney	San Diego
A. B. Laurie	Boston, Massachusetts
F. A. Kimball	National City, California

BUSINESS ADDRESS OF THE COMPANY.

California Southern Pacific Railroad Company ..... National City, California

The California Southern Railroad Company was incorporated December 28, 1881, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
California Southern Railroad Company	October 12, 1880
California Southern Extension Railroad Company	May 23, 1881

CAPITAL STOCK.

1. Capital stock authorized by charter	$4,400,000 00
2. Capital stock authorized by votes of company	4,400,000 00
3. Capital stock issued (number of shares, 30,376); amount paid in	3,037,600 00

5. Total amount paid in, as per books of the company		$3,037,600 00
6. Amount of capital stock issued, but not full paid		None
7. Amount per share still due thereon		None
8. Par value of shares issued		100 00
9. Total number of stockholders	241	
10. Number of stockholders in California	3	
11. Amount of stock held in California		1,400 00

DEBT.

12. Funded debt as follows:		
Bonds		$3,101,000 00
Interest paid on same during year	$186,060 00	
Certificates of indebtedness		None
Interest paid on same during year		None
13. Total amount of funded debt		$3,101,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$119,388 01
15. Total amount of unfunded debt		$119,388 01
16. Total gross debt liabilities		$3,220,388 01
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		86,764 91
Materials and supplies on hand		112,836 31
Other securities and debt balances		159,051 62
18. Total net debt liabilities		$2,861,735 17

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry		$743,821 92
2. Bridging		203,640 14
3. Superstructure, including rails		1,161,693 09
4. Land		21,006 87
Land damages	$17,605 36	
Fences	3,401 51	
5. Passenger and freight stations and water stations		33,050 71
6. Engine houses, car sheds, and turntables		14,619 83
7. Machine shops, including machinery and tools		50,157 07
8. Interest and discount on sureties		3,883,686 42
9. Engineering		107,814 41
Agencies, salaries, and other expenses during construction		153,611 19
Telegraph		15,978 36
Wharves and storehouses		39,786 50
11. Total cost of construction		$6,428,866 51

Equipment.

	Number.	To December 31, 1883. Cost.
12. Locomotives	7	$86,107 48
16. Passenger cars	7	35,646 04
17. Freight cars	69	50,930 08
Other cars	15	6,435 70
18. Total for equipment	------	$179,119 30

Property Purchased and on Hand not Included in the Foregoing Accounts.

22. Other securities:		
San Diego Land and Town Company stock. (Donated to the company and taken into the accounts at par value)		$9,600 00
23. Steamboat property:		
Two steam tugs and four lighters		19,793 76
26. Total for property purchased, etc.		$29,393 76
27. Whole amount of permanent investments		$6,637,379 57
28. Property in California	$6,637,379 57	
29. Amount of supplies and materials on hand		112,836 31
30. Cash and cash assets		245,816 53
31. Total property and assets of the company		$6,996,032 41

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$2,864 44
2. Bridging		1,882 59
3. Superstructure, including rails		31,140 45
4. Land		11,044 68
Land damages	$984,668 00	
Fences	119,800 00	
5. Passenger and freight stations	704 64	
Woodsheds and water stations	386 17	
		1,090 81
6. Engine houses, car sheds, and turntables		903 70
7. Machine shops		3,116 25
8. Engineering, agencies, salaries, and other expenses during construction, including discount on securities and interest		563,061 80
Telegraph		476 78
Wharves and docks		14,642 10
9. Locomotives		6,479 76
14. Freight and other cars [57]		43,934 87
18. Total		$680,638 23
19. Property sold and credited to property account during the year:		
Cash subsidy received from citizens of San Bernardino, and credited right of way in construction	$18,918 88	
Six locomotives sold	82,644 74	
Two hundred freight cars	136,076 08	
Three track cars	452 63	
Depreciation on tugs and lighters	1,370 56	
Material for four uncompleted passenger cars, reported in equipment last year	12,345 60	
		251,828 49
20. Net addition to property account for the year		$428,809 74

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$37,265 86
2. Derived from passengers from and to other roads, over roads operated by this company	369 20
4. Derived from other sources belonging to passenger department	400 00
5. Derived from express and extra baggage	973 78
6. Derived from mails	7,770 88
7. Total earnings from passenger department	$46,779 72
8. Derived from local freight on roads operated by this company	$43,365 56
11. Derived from other sources belonging to freight department	250 86
12. Total earnings from freight department	$43,616 42
14. Total transportation earnings	$90,396 14

15. Earnings per mile of road operated	$708 48
16. Earnings per train mile (total passenger and freight)	99
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Profit in labor performed in shops for outside parties	407 14
19. Total income derived from all sources	$90,803 28

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	$16,415 58
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	15,955 60
3. Insurance premiums and losses by fire, and damages for fires set by engines	520 49
4. Telegraph expenses	1,883 35
5. Total	$34,775 02
6. Proportion belonging to passenger department	$17,995 07
7. Proportion belonging to freight department	16,779 05

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$20,300 84
3. Steel rails laid, deducting old rails taken up (weight per yard, 50 pounds)	20 43
4. New ties (number, 24); cost	14 54
5. Repairs of bridges	646 45
6. Repairs of buildings and fixtures (stations and turntables)	1,922 09
7. Repairs of and additions to machine shops and machinery	4,138 66
8. Repairs of fences, road crossings, and signs	103 36
10. Repairs of locomotives	5,215 28
14. Fuel for engines and cars:	
Number of cords of wood, $21\frac{1}{2}$; cost	97 22
Number of tons of coal, $1,664\frac{645}{2000}$; cost	14,995 93
15. Water and water stations	1,093 23
17. Oil and waste	471 33
19. Total	$49,019 36
20. Proportion of same to passenger department	$25,367 37
21. Proportion of same to freight department	23,651 99

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$995 68
4. Salaries, wages, and incidentals of passenger trains	7,180 78
5. Salaries, wages, and incidentals of passenger stations	2,690 44
8. Total	$10,866 90

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$474 08
Repairs of dump and work cars	189 37
3. Damages and gratuities, freight	370 37
4. Salaries, wages, and incidentals of freight trains	6,695 21
5. Salaries, wages, and incidentals of freight stations	2,508 50
7. Amount paid other roads for balance of mileage of freight cars	353 33
8. Total	$10,590 86
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$105,252 14
10. Per train mile (total passenger and freight) 1.155	
11. Percentage of expenses to total transportation earnings .116	
13. Total expenses	$105,252 14

Net Income, Dividends, Etc.

1. Total net deficit	$14,448 86
5. Dividends declared	12,093 26
7. Balance for the year (deficit)	14,448 86
9. Surplus at commencement of the year, as changed by aforesaid entries	12,093 21
10. Total surplus, December 31, 1883, from earnings	2,355 60

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road		$6,428,866 51
Cost of equipment		179,119 30
Other investments		29,393 76
Supplies and materials on hand		112,836 31
Cash, cash assets, and other items		245,816 53
Cash	$86,764 91	
Bills receivable	125,289 50	
Deficit balances	33,762 12	
Total		$6,996,032 41

Credits.

Capital stock	$3,037,600 00
Funded debt	3,101,000 00
Other debts:	
Acceptances and vouchers unpaid	119,388 01
Profit and loss (profit)	738,044 40
Total	$6,996,032 41

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
By balance December 31, 1882		$753,079 90
To net deficit from earnings for the year 1883	$14,448 86	
Adjustment account in 1882	586 64	
Balance, December 31, 1883	738,044 40	
	$753,079 90	$753,079 90

Description of Road.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook	January 2, 1882
From National City to Temecula	March 27, 1882
From National City to 105-mile siding	July 10, 1882
From National City to 116-mile siding	July 28, 1882
From National City to Riverside	August 12, 1882
From National City to Colton	August 21, 1882
From National City to San Bernardino	Sept. 13, 1883

2. Length of main line of road from National City to San Bernardino	129.750 miles
Length of main line in California	129.750 miles
10. Total length of road belonging to this company	129.750 miles
11. Aggregate length of siding and other tracks not enumerated above	7.604 miles
12. Same in California	7.604 miles
13. Aggregate length of track belonging to this company computed as single track	137.354 miles
14. Same in California	137.354 miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	270.888 miles

18. Number of wooden bridges (aggregate length, 14,141 feet) in California	114
19. Number of crossings of highways at grade, in California	48
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	48
27. Number of railroad crossings at grade	1
Southern Pacific at Colton.	
34. Total miles of road operated by this company	129.750
35. Total miles of road operated by this company in California	129.750
36. Number of stations on all roads operated by this company	21
37. Number of stations on all roads owned by this company	21
38. Same in California	21
39. Miles of telegraph on line of road operated by this company	129.750
40. Miles of telegraph owned by this company	129.750
41. Number of telegraph offices in company stations	6
42. Number of telegraph stations operated by this company	6

Rolling Stock.

	Number.	Average Weight (Tons).	Market Value.
1. Locomotives	7		$85,000 00
Average weight of engines in working order		61,120	
Maximum weight of engines in working order [77,475]			
2. Tenders	7		
Average weight of tenders full of fuel and water		37,405	
Maximum weight of tenders full of fuel and water [56,900]			
Average joint weight of engines and tenders		98,525	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [45.10 feet]			
4. Total length of heaviest engine and tender over all [55 feet]			
6. Passenger cars	7		35,000 00
Average weight		34,755	
Maximum weight [35,110]			
9. Four-wheel box freight cars	20	20,500	15,000 00
11. Four-wheel platform cars	49	17,600	30,000 00
12. Other cars:			
Coal and gravel	15		6,000 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	69
17. Number of passenger cars with Miller platform and buffer	7

Mileage, Traffic, Etc.

1. Miles run by passenger trains	All trains run were mixed trains.
3. Rate of speed of accommodation trains, including stops, per hour	14 miles
4. Miles run by freight trains	All were mixed trains.
6. Rate of speed of accommodation freight trains, including stops, per hour	14 miles
(All trains run were mixed passenger and freight.)	
8. Total train miles run (mixed trains)	91,094
9. Total number of passengers carried	14,389
Number of through passengers going west (or south)	69
Number of local passengers going east (or north)	7,239
Number of local passengers going west (or south)	7,081
10. Total passenger mileage, or passengers carried one mile	939,911
11. Passenger mileage to and from other roads	8,246
Average number of miles traveled by each local passenger	65.06
Average number of miles traveled by each through passenger	119.51
Average number of miles traveled by each passenger, through and local	65.32

12. Number of tons freight carried (not including gravel)		14,932
Number of tons freight in this State, carried		14,932
Number of tons freight produced in this State, carried		7,775
Number of tons of each class of freight, produced in this State, carried:		
Grain	256	
Flour	113	
Hay	111	
Wool	132	
Wood	378	
Lumber	5,378	
Lime	123	
Fruit	235	
Miscellaneous	549	
13. Total freight mileage, or tons carried one mile		1,584,939
15. Highest rate of fare per mile for any distance (excluding one mile)		5 cents
16. Lowest rate of fare per mile for any distance (single fare)		$\frac{46}{100}$ cents
Round trip		$\frac{34}{100}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company		4 cents
18. Average rate of fare per mile received from passengers to and from other roads		4.5 cents
20. Average rate of fare per mile for all passengers		4 cents
21. Highest rate of freight per ton per mile for any distance		15 cents
22. Lowest rate of freight per ton per mile for any distance		1 cent
25. Average rate of freight per ton per mile for all		02.7
Average rate of freight per ton per mile, products of this State		02.7
Average rate of freight per ton per mile, products of other States		02.7
26. Average number of cars in passenger trains (including baggage cars)		46
27. Average number of cars in freight trains—basis of eight-wheel		
28. Average weight of mixed trains, including locomotives and tenders, in working order (exclusive of passengers)		211,000
30. Number of persons regularly employed by company, including officers		123
Average monthly pay of employés, other than officers		$56 00
Average monthly pay of engine drivers		135 00
Average monthly pay of passenger conductors		100 00
Average monthly pay of freight conductors		100 00
Average monthly pay of baggage masters		75 00
Average monthly pay of brakemen, flagmen, and switchmen		60 00
Average monthly pay of section men		30 00
Average monthly pay of mechanics in shops		85 00
Average monthly pay of laborers		60 00

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage, 6 per cent bonds of 1922	1	1882	1922	Gold	Gold	6	Jan. and July

Authorized Amount.	Total Issued—December 31, 1883.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1883.
		To December 31, 1883.	During Year.	Overdue.	
$4,400,000	$3,101,000	$186,060	$186,060	None	$3,101,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.							
			Single.	Length of Roadway, Single and Double Track.	Reduced to Single Track.					
					Track.	Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Steel.	Steel.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	National City	San Bernardino	129.75	129.75	129.75	1.910	5.694	(b) 1.910	(c) 135.444	137.354
Total on whole road, December 31, 1883			129.750							
Total constructed during year			2.890				1.024			3.914
Total within the State constructed during year			2.890				1.024			3.914

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons.)	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	3.820	39	150	3.820	39	150
Length of steel rail	270.888	39	10,658	270.888	39	10,658
Total length of iron rail laid during the year	7.820	39	308	7.828	39	308

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of Bonds.	Total Amount of Bonds or Cash.	Disposed of—Cash Realized.	Amount held by Company as an Investment.	Remarks.
Subscriptions of the citizens of San Diego to apply towards payment of right of way	$10,000 00	$10,000 00	----------	Credited in construction account to right of way.
7,404 shares of the capital stock of the San Diego Land and Town Company	740,400 00	----------	$9,600 00	7,308 shares were distributed to the stockholders.
Subscriptions of the citizens of San Bernardino to apply towards payment for the right of way	18,918 88	18,918 88	----------	Credited in construction account to right of way.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.		Estimated Value.	
			Total.	Net Total.	Per Acre.	Total.
California Southern, right of way	24.242	38.929	943.716	943.716	$1 25	$1,179 64
Depot grounds	----------	----------	43.575	43.575	1 25	54 47

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals	Right of way, 551.584 acres	$6,478 00
San Diego Land and Town Company	Right of way, 32.371 acres	9,729 29
Colton Land and Water Company	Right of way, 3.786 acres	378 60
City of San Diego	Right of way, 19.109 acres	411 85
Individuals	Depot grounds, 218.665 acres	61,875 82
San Diego Land and Town Company	Depot grounds, 45.431 acres	15,900 85
City of San Diego	Depot grounds, 1.268 acres	507 20
		$95,281 61

STATE OF MASSACHUSETTS, County of Suffolk. } ss.

Thomas Nickerson, President of the California Southern Railroad Company, and S. W. Reynolds, Treasurer of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

THOMAS NICKERSON, President.
S. W. REYNOLDS, Treasurer.

Subscribed and sworn to before me, this twenty-first day of March, 1884.

GEORGE L. GOODWIN,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
C. P. Huntington, First Vice-President	New York
Charles Crocker, Second Vice-President	San Francisco
E. H. Miller, Jr., Secretary	San Francisco
E. W. Hopkins, Treasurer	San Francisco
C. F. Crocker	San Francisco
W. V. Huntington	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets	San Francisco, California
No. 231 Broad Street	New York

The Central Pacific Railroad Company was incorporated August 22, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1. Central Pacific Railroad Company, consolidated June 23, 1870.
   - Central Pacific Railroad Company of California, chartered June 28, 1861; amended October 8, 1864.
   - The Western Pacific Railroad Company, chartered December 13, 1862; San Francisco Bay Railroad Company, chartered September 25, 1868 — The Western Pacific Railroad Company, consolidated November 2, 1869.
2. California and Oregon Railroad Company, consolidated December 18, 1869.
   - California and Oregon Railroad Company, chartered June 30, 1865; Marysville Railroad Company, chartered November 29, 1867; Yuba Railroad Company, chartered November 17, 1862 — California and Oregon Railroad Company, consolidated January 16, 1868.
3. San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
   - San Francisco and Alameda Railroad Company, chartered March 25, 1863; San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863 — San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
   - San Francisco and Oakland Railroad Company, chartered October 21, 1861.
4. San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the Central Pacific Railroad Company.

CAPITAL STOCK.

1. Capital stock authorized by charter	$100,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued [number of shares, 592,755]; amount paid in	59,275,500 00

4. Capital stock paid in on shares not issued [number of shares------]-----		None
5. Total amount paid in, as per books of the company		$59,275,500 00
6. Amount of capital stock issued but not full paid		None
7. Amount per share still due thereon		None
8. Par value of shares issued		$100 00
9. Total number of stockholders	2,198	
10. Number of stockholders in California		Have no means of telling the residence of owners

DEBT.

12. Funded debt as follows:		
Bonds		$53,625,000 00
Interest paid on same during year	$3,218,160 00	
13. Total amount of funded debt		$53,625,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property------		$9,718,051 29
All other debts, current credit balances, etc.		27,855,680 00
United States bonds		
15. Total amount of unfunded debt		$37,573,731 29
16. Total gross debt liabilities		$91,198,731 29
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		$212,682 10
Materials and supplies on hand		4,738,633 09
Sinking funds (company's)		6,933,044 17
Other securities and debt balances		2,749,220 88
United States Sinking Fund and Transportation Account		8,532,462 65
		$23,166,042 89
18. Total net debt liabilities		$68,032,688 40

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each:

California Pacific Railroad Company:	
1,600 bonds, $1,000 each, three per cent, principal and interest guaranteed	$1,600,000 00
4,000 bonds, $500 each, six per cent	2,000,000 00
2,000 bonds, $500 each, three per cent	1,000,000 00
Stockton and Copperopolis Railroad Company:	
1,000 bonds, $500 each, five per cent, principal and interest guaranteed	500,000 00
	$5,100,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

CONSTRUCTION.	To December 31, 1883.
1. Grading and masonry	These items have not been kept separate and cannot be shown in detail.
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
10. ------Branch, [original cost, $----;] purchased for	
------Branch, [original cost, $----;] purchased for	
11. Total cost of construction	

COST OF ROAD, EQUIPMENT, AND PROPERTY, ETC.—Continued.

EQUIPMENT.	Number.	To December 31, 1883. Cost.
12. Locomotives	235	$2,845,060 64
13. Snow plows on wheels	9	37,536 02
14. Parlor cars, officers'	5	
15. Sleeping cars, first class	41	
16. Passenger cars, 149; emigrant, 72	221	1,660,872 12
Mail cars		
Baggage cars and express	59	
17. Freight cars	4,566	3,618,239 88
Other cars	762	103,041 53
18. Total for equipment—engines, 235; and cars	5,663	$8,264,750 19

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

To December 31, 1883 ..... $1,518,073 21

20. *Stock of other roads and companies.*

(Included in other securities.)

21. *Bonds of other roads.*

(None.)

22. *Other Securities.*

(Included in other securities.)

23. Steamboat property:

Ferry Steamers—Alameda, Amador, Capital, El Capitan, Oakland, Piedmont, Julia, Thoroughfare, Transit. (The cost of ferry steamers is included in construction account.)

River Steamers—Apache, Enterprise, Modoc.

Barges—Ace of Spades, Mono, Yolo. River steamers and barges are purchased by the company in connection with real estate and other property, and the cost of each cannot be stated. The cost of river steamers, barges, and other property bought in connection therewith, was, on December 31, 1883, $651,676 46.

24. *Investments in transportation lines.*

(None.)

25. *Other property purchased.*

	To December 31, 1883.
Shops and rolling mills at Sacramento (other shops included in construction account)	$1,228,438 31
Machinery in shops	787,981 99
Furniture, telegraph instruments, etc.	155,772 04
	$2,172,192 34

26. Total for property purchased, etc.	$4,341,942 01
27. Whole amount of permanent investments	153,213,266 81
29. Amount of supplies and materials on hand	4,738,633 09
30. Cash and cash assets	18,427,409 80
31. Total property and assets of the company*	176,379,309 70

* Do not include lands granted to company, nor unpaid balances on land sales.

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.			Applied During Year.	On Hand Dec. 31, 1883.
No.	Character.	Series.		
2	California State Act bonds		$109,670 57	$1,150,296 90
3	First mortgage, Central Pacific Railroad	A to D	109,670 57	1,150,296 90
4	First mortgage, Central Pacific Railroad	C to I	95,441 89	887,925 09
5	Western Pacific, first mortgage	A and B	37,002 86	246,327 08
6	California and Oregon	A and B	150,182 49	1,025,341 43
7	Income bonds		409,738 17	1,826,493 41
8	San Francisco, Oakland, and Alameda		117,945 62	430,908 90
9	San Joaquin Valley		58,972 83	215,454 46
			$1,088,625 00	$6,933,044 17

In addition to the above there are the following funds for the redemption of the company's bonds:

Cash in hands of Trustees Land Grant Mortgage, to redeem Land Bonds		$926,090 08
Sinking Fund Bonds and cash in the United States Treasury	$1,034,873 39	2,593,995 27

Expenditures Charged to Property Account during the Year.

1. Grading and masonry } New tracks, sidings, etc.		$79,961 71
3. Superstructure, including rails } New tracks, sidings, etc.		2,317 74
4. Land purchased — Construction		24,426 91
4. Land purchased — Real estate		
5. Passenger and freight stations } Buildings		132,095 54
Woodsheds and water stations } Buildings		
6. Engine houses, car sheds, and turntables } Buildings		
7. Machine shops—new foundry at Sacramento		93,532 34
8. Engineering, agencies, salaries, and other expenses during construction:		
Surveying new lines		20,387 42
9. Locomotives		20,241 74
14. Freight and other cars		22,833 31
17. Any other expenditures charged to property account:		
Trestle and filling embankments		10,461 80
Water supply		35,150 41
		2,671 90
Oakland wharf and ferry landings		43,928 63
Filling, etc., at Sacramento shops		23,857 79
New rolling mill at Sacramento		14,710 52
Filling in Mission Bay at San Francisco		11,917 04
Construction Oregon Division for the year		1,515,542 36
New steamer Piedmont, "chd" in 1883		97,784 83
New machinery for shops		23,612 74
18. Total		$2,175,456 73
19. Property sold and credited to property account during the year:		
Lots unused in right of way sold	$2,600 00	
One fourth interest in one sleeping car	3,048 35	
		5,648 35
20. Net addition to property account for the year		$2,169,808 35

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$5,048,771 71
2. Derived from passengers from and to other roads, over roads operated by this company	2,897,054 36
4. Derived from other sources belonging to passenger department:	
Sleeping cars	239,994 16
5. Derived from express and extra baggage	448,235 01
6. Derived from mails	575,387 30
7. Total earnings from passenger department	$9,209,392 54

8. Derived from local freight on roads operated by this company	$9,758,136 20
9. Derived from other roads as tolls or for use of freight cars	48,010 02
10. Derived from freight from and to other roads on joint tariff	5,174,833 74
12. Total earnings from freight department	$14,980,979 96
13. Derived from rents for use of road and equipment when leased:	
Miscellaneous earnings	$397,906 97
Rent of telegraph line	97,000 00
Rent of warehouses, etc.	59,141 73
14. Total transportation earnings	$24,744,421 20
15. Earnings per mile of road operated	$8,253 64
16. Earnings per train mile (total passenger and freight)	2 21
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Receipts from non-trust lands	22,498 34
Receipts from investments	7,236 55
Interest on sinking funds	335,125 00
Land grant bonds redeemed	574,000 00
19. Total income derived from all sources	$25,683,281 09

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local (consolidated Pacific lines)	$442,727 53
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's general office and miscellaneous expenses	1,265,951 27
Legal expenses	213,181 01
Civil engineering	13,734 68
Land department expense	54,965 26
Damages for stock killed	5,184 17
3. Insurance premiums and losses by fire, and damages for fires set by engines.	50,948 50
4. Telegraph expenses	156,329 76
5. Total	$2,203,022 20
6. Proportion belonging to passenger department	$779,649 56
7. Proportion belonging to freight department	1,423,372 64

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$1,279,122 15
Number of miles, 50.9752; weight per yard, 50 pounds; Number of miles, 93.2354; weight per yard, 60 pounds	668,968 29
4. New ties. (Number, 361,797); cost	158,463 75
5. Repairs of bridges	297,487 69
6. Repairs of buildings	108,214 95
Repairs of snow-sheds	33,049 16
8. Repairs of fences, road crossings, and signs	22,638 72
9. Removing ice and snow, watching, etc.	37,929 43
10. Repairs of locomotives	574,683 00
12. Repairs of snow plows	223 33
14. Fuel for engines and cars:	
Number of cords of wood, 65,075¾; cost	309,018 82
Number of tons of coal, 248,783¾; cost	1,898,823 70
15. Water and water stations	153,186 79
16. Fuel for stations and shops:	
For shops	Charged pro rata to work.
For stations	Charged station service.
17. Oil and waste	57,826 93
18. Switchmen, watchmen, flag and signalmen	Included in train service.
19. Total	$5,599,636 71
20. Proportion of same to passenger department	$1,981,711 43
21. Proportion of same to freight department	3,617,925 28

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$224,942 24
Repairs of officers cars	6,896 21
3. Damages and gratuities, passengers	211,047 69
4. Salaries, wages, and incidentals of passenger trains	692,294 66
Salaries, wages, and incidentals of ferries	242,881 60
5. Salaries, wages, and incidentals of passenger stations	304,050 46
8. Total	$1,682,112 86

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$442,187 31
Repairs of dump and work cars	2,419 15
3. Damages and gratuities, freight	48,473 21
4. Salaries, wages, and incidentals of freight trains	1,263,892 57
Salaries, wages, and incidentals of ferries	443,418 48
5. Salaries, wages, and incidentals of freight stations	555,091 84
7. Amount paid other roads for balance of mileage of freight cars	103,172 77
8. Total	$2,858,655 33
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$12,343,427 10
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:	
Southern Pacific of California	1,650,600 00
Southern Pacific of California, Colorado Division	307,597 04
Southern Pacific of California, Arizona Division	634,355 40
Southern Pacific of California, New Mexico Division	282,896 40
Galveston, Harrisburg and San Antonio	28,884 85
California Pacific	600,000 00
Northern Railway, San Pablo and Tulare	633,000 00
Los Angeles and Independence	20,196 00
Los Angeles and San Diego	33,384 00
Sacramento and Placerville	7,200 00
Berkeley Branch	9,216 00
Stockton and Copperopolis	25,000 00
Amador Branch	42,000 00
Union Pacific	55,013 58
13. Total expenses	$16,672,770 37

NET INCOME, DIVIDENDS, ETC.

1. Total net income (not including interest)		$8,101,375 72
2. Percentage of same to capital stock and net debt	$5 90	
3. Percentage of same to total property and assets (P. 7–176, 379, 309.70)	4 59	
4. Interest accrued during the year and paid:		
On funded debt	3,218,160 00	
On other debt	328,431 39	
Total		3,546,591 39
5. Dividends declared for the year		3,556,530 00
6. Date of last dividend, declared August 1st	$1,778,265 00	
7. Balance for the year, or surplus (*see note below)		998,264 33
8. Surplus, at commencement of the year		23,071,599 00
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement		909,125 00
10. Total surplus, December 31, 1883, (P. and L. account)		$24,978,988 33
11. Paid to sinking funds, in hands of Trustees, and to the United States		$2,337,625 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$9,209,392 54

2. Per passenger train mile	$2 86	
3. Expenses proportion of "General Traffic Expenses," as per class I, No. 6		$779,649 56
4. Expenses proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20		1,981,711 43
5. Expenses, "Passenger Traffic," as per Class III, No. 8		1,682,112 86
6. Total expenses		$4,443,473 85
7. Per passenger train mile	$1 38	
8. Net earnings (interest not deducted; also, see *note below)		$4,765,918 69
9. Per passenger train mile	$1 48	

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12		$14,980,979 96
2. Per freight train mile (5,881,070)	$2 55	
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7		$1,423,372 64
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21		3,617,925 28
5. Expenses, "Freight Traffic," as per Class IV, No. 8		2,858,655 33
6. Total expenses		$7,899,953 25
7. Per freight train mile	$1 35	
8. Net earnings (interest deducted; also, see *note below)		$7,081,026 71
9. Per freight train mile	$1 20.	

*NOTE.—This surplus is before deducting payments to United States, on account of Interest and Sinking Funds and Sinking Funds of company; there is a deficit on the year after paying them of $430,000.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.	
Cost of road	$140,606,574 61
Cost of equipment	8,264,750 19
Other investments	4,341,942 01
Supplies and materials on hand	4,738,633 09
Sinking funds in hands of Trustees	6,933,044 17
Cash, cash assets, and other items:	
Cash on hand	212,682 10
United States sinking fund transportation accounts	8,532,462 65
Stocks owned	254,757 73
Bills receivable	840,665 46
Accounts receivable	727,707 61
Total	$175,453,219 62
Credits.	
Capital stock	$59,275,500 00
Funded debt	53,625,000 00
Other debts:	
Government bonds	27,855,680 00
Unclaimed dividends	84,243 00
Accounts payable	5,420,600 00
Trustees land grant	2,289,157 23
Trustees land grant	926,090 08
Trustees land grant	955,144 17
Trustees land grant	42,816 81
Profit and loss (profit)	24,978,988 33
Total	$175,453,219 62

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Balance to credit January 1, 1883		$23,071,599 00
Land bonds redeemed, with land sales		574,000 00
Interest on company's sinking funds		333,125 00
Dividends on investments		6,000 00
Earnings steamer division		1,236 55
Earnings for 1883		24,744,421 20
		$48,732,381 75
Interest paid	$3,546,591 39	
General and miscellaneous expenses	377,561 26	
Legal expense	213,181 01	
Civil engineering	13,734 68	
Taxes	442,727 55	
Land department { Expenses $54,965 26; Receipts 22,498 34 }	32,466 92	
Operating expenses, 1883	15,570,600 61	
Dividends, six per cent per annum	3,556,530 00	
		23,753,393 42
Balance brought down		$24,978,988 33

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use (eastward):

From Sacramento to Newcastle	Nov. 1, 1864
From Sacramento to Auburn	May 14, 1865
From Sacramento to Clipper Gap	June 19, 1865
From Sacramento to Colfax	Sept. 11, 1865
From Sacramento to Dutch Flat	July 5, 1866
From Sacramento to Alta	July 11, 1866
From Sacramento to Cisco	Dec. 3, 1866
From Sacramento to Truckee	April 3, 1868
From Sacramento to Reno	June 19, 1868
From Sacramento to Wadsworth	July 22, 1868
From Sacramento to Brown's	August 21, 1868
From Sacramento to Oreana	Sept. 20, 1868
From Sacramento to Winnemucca	October 1, 1868
From Sacramento to Argenta	Nov. 19, 1868
From Sacramento to Elko	Jan. 25, 1869
From Sacramento to Carlin	March 15, 1869
From Sacramento to Terrace	May 27, 1869
From Sacramento to Promontory	May 29, 1869
From Sacramento to Ogden	May 29, 1869

1. Date when the road or portions thereof were opened for public use (westward):

From Sacramento to Galt	May 15, 1869
From Sacramento to Lodi	August 4, 1869
From Sacramento to Stockton	August 14, 1869
From Sacramento to San José	Sept. 15, 1869
From Sacramento to Alameda Wharf	Sept. 8, 1869
From Sacramento to San Francisco, about	Dec. 1, 1869

1. Date when the road or portions thereof were opened for public use (northward):

From Roseville Junction to Lincoln	October 24, 1867
From Roseville Junction to Wheatland	October 28, 1867
From Roseville Junction to Yuba	Sept. 19, 1868
From Roseville Junction to Marysville	June 1, 1869
From Roseville Junction to Nelson	May 31, 1870
From Roseville Junction to Chico	July 2, 1870
From Roseville Junction to Fresno	July 11, 1871
From Roseville Junction to Tehama	August 28, 1871
From Roseville Junction to Red Bluff	Dec. 6, 1871
From Roseville Junction to Redding	Sept. 1, 1872

1. Date when the road or portions thereof were opened for public use (southward):	
From Lathrop to Modesto	Nov. 8, 1870
From Lathrop to Merced	Jan. 25, 1872
From Lathrop to Sycamore	April 1, 1872
From Lathrop to Fresno	May 28, 1872
From Lathrop to Goshen	August 1, 1872
2. Length of main line of road from San Francisco to Ogden	872.0769
Length of main line in California	273.7069
Length of main line in other States	598.3700
5. Branches owned by the company	5
Names and description of; single or double track:	
Oregon Branch, Roseville to Redding, single track	152.1009
Visalia Branch, Lathrop to Goshen	146.0796
San José Branch, Niles to San José	17.5363
Oakland Branch, Oakland Wharf to East Oakland	5.6598
Alameda Branch, Alameda Wharf to Melrose and Fruit Vale; Mastic to Oakland Point and second track; track from Oakland Point via First Street to Bay Street switch	15.0368
6. Total length of branches owned by the company	336.4134
7. Total length of branches owned by the company in California	336.4134
10. Total length of road belonging to this company	1,208.4903
11. Aggregate length of siding and other tracks not enumerated above	224.5452
12. Same in California	154.8274
13. Aggregate length of track belonging to this company computed as single track	1,433.0355
14. Same in California	764.9479
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail: (weight per yard, 50 and 60 lbs)	See Table C
16. Number of spans of bridges of twenty-five feet and upwards, in California	196
Number of spans of bridges of twenty-five feet and upwards, outside State	12
18. Number of wooden bridges (aggregate length, 99,027 feet), in California	657
Number of wooden bridges (aggregate length, 5,741 feet), outside State	182
Miles of embankment replaced by bridges or trestlework, during year, in California	None
Miles of embankment replaced by bridges or trestlework, during year, outside State	None
19. Number of crossings of highways at grade, in California	507
Number of crossings of highways at grade, outside State	204
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	9
22. Number of highway bridges eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	505
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State	204
27. Number of railroad crossings at grade	14
One crossing of local line at Oakland Point and Northern Railway, at intersection of Cedar street, Railroad Avenue; one crossing of local lines and Western or Oakland Mole; one crossing of Alameda Branch at Alice Street; one crossing of San Pablo and Tulare Railroad, near Tracy; one crossing of South Pacific Narrow Gauge, at Alameda; one crossing of South Pacific Narrow Gauge, at First and Webster, Oakland; one crossing of South Pacific Narrow Gauge, at Seventh and Webster, Oakland; one crossing of Stockton and Copperopolis Railroad, at Stockton; one crossing of Sacramento and Placerville Railroad, at Brighton; one crossing of California Pacific Railroad, at Sacramento; one crossing of Oroville Railroad, at Marysville; one crossing of Utah Central Railroad, at Odgen; one crossing of main line, Cedar and Atlantic Streets, Oakland; one crossing of San Joaquin and Sierra Nevada Railroad, at Lodi. There are, also, five (5) street railroad crossings in Oakland and Alameda.	
28. Number of railroad crossings over other roads	1
Crossing of Nevada County Narrow Gauge Railroad, near Colfax.	
29. Number of railroad crossings under other railroads	None

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini. From—	Termini. To—	Length. Miles.	Amount of Rental.
Southern Pacific of California	Huron	Colorado River	528.56	$250 per mile per month.
Southern Pacific of California	Los Angeles	San Pedro	24.24	$250 per mile per month.
Colorado Division S. P. of California	Mojave	The Needles	240.13	$125 per mile per month.
Southern Pacific of Arizona	Colorado River	New Mexico	384.17	$135 per mile per month and taxes.
Southern Pacific of New Mexico	Arizona	Rio Grande	167.22	$135 per mile per month.
Pacific Improvement Company	Colorado River Bridge		.13	$1,000 monthly.
Pacific Improvement Company	Rio Grande Bridge		.23	$1,000 monthly.
Galveston, Harrisburg, and San A.	Rio Grande Bridge	El Paso	3.61	$83 33 per mile per month.
Galveston, Harrisburg, and San A.	El Paso	Le Zier, Texas	358.20	$83 33 per mile per month.
Los Angeles and San Diego	Florence	Santa Ana	27.60	$100 per mile per month and taxes.
Los Angeles and Independence	Los Angeles	Santa Monica	16.83	$100 per mile per month and taxes.
Stockton and Copperopolis	Stockton	Milton	49.00	Principal and interest on $500,000, thirty year bonds at five per cent, and net earnings to apply on floating debt of Stockton and Copperopolis Railroad Company.
Stockton and Copperopolis	Peters	Oakdale		
Amador Branch	Galt	Ione	27.20	$3,500 per month and taxes.
Berkeley Branch	Shell Mound	Berryman's	3.84	$768 per month and taxes.
California Pacific	Vallejo Junction	Vallejo	2.00	$600,000 per annum.
California Pacific	Vallejo	Sacramento	60.39	
California Pacific	Davisville	Knights Landing	18.57	
California Pacific	Napa Junction	Calistoga	34.48	
Northern Railway	Port Costa	Suisun	17.33	$47,500 per month, including, also, the San Pablo and Tulare Railroad (that company being leased to Northern Railway Company).
Northern Railway	Oakland	Martinez	35.56	
Northern Railway	Woodland	Willows	64.25	
Northern Railway	Willows	Tehama	36.49	$4,750 per month.
San Pablo and Tulare	Martinez	Tracy	46.51	Included in lease of Northern Railway above.
Sacramento and Placerville	Sacramento	Brighton	5.64	$600 per month.
Union Pacific	Ogden	Five miles west	5.00	Same rate per mile as earned by Union Pacific Railroad on road operated by itself.
			2,157.18	

31. Total length of above roads	2,157.18
32. Total length of above roads in California	1,238.67
33. Total length of above roads in other States:	
Utah	5.00
Arizona	384.25
New Mexico	167.30
Texas	361.96
Total leased roads	2,157.18
34. Total miles of road operated by this company (average for the year 1883, 2,998)	3,361.68
35. Total miles of road operated by this company in California (average for the year 1883, 1,808.89)	1,844.80
36. Number of stations on all roads operated by this company	1,653
37. Number of stations on all roads owned by this company	312
38. Same in California	209
39. Miles of telegraph on line of road operated by this company (average)	2,998.00
40. Miles of telegraph owned by this company	1,238.14
41. Number of telegraph offices in company stations	236
42. Number of telegraph stations operated by this company	None
43. Number of telegraph stations operated jointly by railroad and telegraph companies	236

Rolling Stock.

	No.	Average Weight.
1. Locomotives	235	
Average weight of engines in working order		65,700
Maximum weight of engines in working order [23,000]		
2. Tenders	225	
Average weight of tenders full of fuel and water		50,000
Maximum weight of tenders full of fuel and water [63,000]		
Average joint weight of engines and tenders		115,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [53 feet]		
4. Total length of heaviest engine and tender over all [61 feet]		
5. Snow plows	9	
6. Passenger cars	262	
Average weight		40,740
Maximum weight [63,000]		
7. Mail and baggage cars	59	36,920
8. Eight-wheel box freight cars	2,553	19,000
10. Eight-wheel platform cars	2,013	15,000
12. Other cars	767	
	5,663	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels, owned by Central Pacific Railroad Company	5,015
15. Number of locomotives equipped with train brakes	102
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes—passenger, 262; baggage, mail, and express, 59; officers, 5	326
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	262

Mileage, Traffic, Etc.

1. Miles run by passenger trains	3,221,510
2. Rate of speed of express passenger trains, including stops	21⅓
3. Rate of speed of accommodation trains, including stops	16⅛
4. Miles run by freight trains	5,881,070
5. Rate of speed of express freight trains, including stops	No trains of this class.
6. Rate of speed of accommodation freight trains, including stops	11½
7. Miles run by other trains, and for what purpose:	
Switching	1,492,501
Work	619,084

8. Total train miles run	11,214,165
9. Total number of passengers carried	8,542,583
Number of through passengers going east (or north)	40,107
Number of through passengers going west (or south)	73,700
Number of local passengers going east (or north)	4,181,224
Number of local passengers going west (or south)	4,247,552
10. Total passenger mileage, or passengers carried one mile	291,109,508
11. Passenger mileage to and from other roads	100,621,543
Average number of miles traveled by each local passenger	22.60
Average number of miles traveled by each through passenger	884.14
Average number of miles traveled by each passenger, through and local	34.08
12. Number of tons freight carried (not including gravel):	
Freight statistics are not yet completed for 1883.	
15. Highest rate of fare per mile for any distance (excluding one mile):	
Prior to August 19, 1883	10 cents
After August 19, 1883, reduced to (order of Board Railroad Commissioners)	6 cents
16. Lowest rate of fare per mile for any distance (single fare), main line	1.66⅔ cents
Ferry single fare	1.05 cents
Ferry commutation	.40 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.65 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	3.42 cents
18. Average rate of fare per mile received from passengers to and from other roads	2.88 cents
19. Average rate of fare per mile per season ticket passengers, reckoning one round trip per day to each ticket	None
20. Average rate of fare per mile for all passengers	2.73 cents
21. Highest rate of freight per ton per mile for any distance:	
Freight statistics for 1883 not yet completed.	
30. Number of persons regularly employed by company, including officers, December 31, 1883	11,890
Average monthly pay of employés, other than officers (white)	$64 60
Average monthly pay of engine drivers	100 00 to 130 00
Average monthly pay of passenger conductors	100 00 to 115 00
Average monthly pay of freight conductors	85 00 to 100 00
Average monthly pay of baggagemasters	75 00
Average monthly pay of brakemen, flagmen, switchmen, etc.	65 00 to 80 00
Average monthly pay of section men (white)	44 62
Average monthly pay of mechanics in shops	79 79
Average monthly pay of laborers	65 00

Relating to Passengers.

1. Total season ticket passengers (round trip)	None
2. Passengers to San Francisco (including season), ferry included	3,776,211
3. Passengers from San Francisco (including season), ferry included	3,592,005
4. Season ticket passengers to and from San Francisco (one round trip daily)	None

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	10	41	7	53	17	94
Employés	6	29	17	160	23	189
Others	-------	-------	44	62	44	62
Totals	16	90	68	275	84	345

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable—Interest and Principal.	Interest. Rate.	Interest. Payable.	Authorized Amount.	Total Issued and Outstanding December 31, 1883.
California State aid		July 1, 1864	July 1, 1884	U. S. coin	7 per cent	Jan. and July	$1,500,000	$1,500,000
Central Pacific, first mortgage	A	July 1, 1865	July 1, 1895	U. S. coin	6 per cent	Jan. and July	3,000,000	2,995,000
Central Pacific, first mortgage	B	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,000,000	1,000,000
Central Pacific, first mortgage	C	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,000,000	1,000,000
Central Pacific, first mortgage	D	July 1, 1866	July 1, 1896	U. S. coin	6 per cent	Jan. and July	1,390,000	1,383,000
Central Pacific, first mortgage	E	Jan. 1, 1867	Jan. 1, 1897	U. S. coin	6 per cent	Jan. and July	4,000,000	3,997,000
Central Pacific, first mortgage	F	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,999,000
Central Pacific, first mortgage	G	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,999,000
Central Pacific, first mortgage	H	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	4,000,000	3,999,000
Central Pacific, first mortgage	I	Jan. 1, 1868	Jan. 1, 1898	U. S. coin	6 per cent	Jan. and July	3,525,000	3,511,000
Northern Pacific (old issue)		Dec. 1, 1865	Dec. 1, 1895	U. S. coin	6 per cent	June and Dec.	1,970,000	111,000
Northern Pacific, first mortgage	A	July 1, 1869	July 1, 1899	U. S. coin	6 per cent	Jan. and July		1,859,000
Northern Pacific, first mortgage	B	July 1, 1869	July 1, 1899	U. S. coin	6 per cent	Jan. and July	765,000	765,000
California and Oregon Railroad	A	Jan. 1, 1868	Jan. 1, 1888	U. S. coin	6 per cent	Jan. and July	6,000,000	6,000,000
C. P., California and Oregon Div.	B	Jan. 1, 1872	Jan. 1, 1892	U. S. coin	6 per cent	Jan. and July	7,200,000	2,080,000
S. F., Oakland, and Alameda		July 1, 1870	July 1, 1890	U. S. coin	8 per cent		1,500,000	687,000
San Joaquin Valley		Oct. 1, 1870	Oct. 1, 1900	U. S. coin	6 per cent	April and Oct.	6,080,000	6,080,000
Land grant		Oct. 1, 1870	Oct. 1, 1890	U. S. coin	6 per cent	April and Oct.	10,000,000	5,375,000
Income		May 1, 1878	May 1, 1888	U. S. coin	8 per cent	May and Nov.	6,000,000	3,285,000
Totals							$66,930,000	$53,625,000

TABLE A—Continued.

Character of.	Bonds Redeemed During Year Ending December 31, 1883.		
	Amount.	Cost.	Premium.
Land grant bonds redeemed with proceeds of land sales	$574,000 00	$603,796 00	$29,796 00

NOTE.—There were no bonds sold in 1883.

12. Table B. U. S. Government Bonds Issued to the Company.

Bonds.			Payable in Coin or Currency.		Interest.		Bonds.			Remarks.
Character of.	Date of.	Due.	Principal.	Interest.	When Payable.	Rate.	Amount.	Proceeds of Sale—In Currency.	Discount—In Currency.	
Issued to Central Pacific Railroad Company.										
U. S. Bonds, 6 per cent, Currency *	1865 to 1872	30 years from date	U. S. Currency		Jan. and July	6	$25,885,120			
Issued to Western Pacific Railroad Company.										
U. S. Bonds, 6 per cent, Currency †	1867 from date	30 years from date	U. S. Currency		Jan. and July	6	1,970,560			
Totals							$27,855,680	$27,989,834	$134,274	$120 unsold.

* These bonds were issued by the United States as a loan to aid in the construction of the Pacific railroads. They are to be paid back by company, principal and interest; and annual payments are now required, and being made, amounting to 25 per cent of the net earnings of the roads aided.

† The amount of currency realized on sale of the bonds was converted into coin at a loss to the company of $7,120,073 55; the amount received in coin being $20,735,606 45.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
												(b)	(c)	
Main line without State	State line	Terminus	109.5550	488.8150	109.5550	488.8150	598.3700	109.5550	488.8150	69.7178	----------	179.2778	488.8150	668.0878
Main line within State	Oakland Wharf	State line	35.9798	237.7270	35.9798	237.7271	273.7069	35.9798	237.7271	111.1536	8.2074	149.1334	244.9345	392.0679
Oregon Branch	Roseville	Redding	133.9833	18.1176	133.9833	18.1176	152.1009	133.9833	18.1176	20.7189	----------	154.7022	18.1176	172.8198
Visalia Branch	Lathrop	Goshen	14.1901	131.8895	14.2901	131.8895	146.0796	14.1901	131.8895	13.3354	----------	27.5253	131.8895	159.4150
San José Branch	San José	Niles	6.2160	11.3199	6.2164	11.3199	17.5363	6.2164	11.3199	1.2133	----------	7.4297	11.3199	18.7496
Oakland Branch	Oakland Wharf	Brooklyn	----------	5.6598	----------	5.6598	5.6598	----------	5.6598	0.0674	----------	0.0674	5.6598	5.7292
Alameda Branch	Oakland Point	Alameda Wh. Melrose Fruit Vale Brooklyn	4.1641	10.8727	4.1641	10.8727	15.0368	4.1641	10.8727	1.1314	----------	5.2955	10.8727	16.1682
Total on whole road, December 31, 1883			304.0887	904.4016	304.0887	904.4016	1,208.4903	304.0887	904.4016	217.3378	7.2074	521.4265	911.6090	1,433.0355
Total constructed during year, net increase			----------	4.0178	----------	4.0178	4.0178	----------	4.0178	14.0774	7.2074	14.0774	11.2252	25.3026
Total within the State constructed during year			----------	4.0178	----------	4.0178	4.0178	----------	4.0178	9.7323	7.2074	9.7323	11.2252	20.9575
Total without the State constructed during year			----------	----------	----------	----------	----------	----------	----------	4.3451	----------	4.3451	----------	4.3451

TABLE C—Continued.

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.		
	Within State.	Without State.	Total.
	Length in Miles.	Length in Miles.	Length in Miles.
Length of iron rail	684.3074	358.5456	1,042.8530
Length of steel rail	845.5880	979.6300	1,823.2180

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.								
	Within State.			Without State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight.
Total length of iron rail laid during the year	19.4646	44.0000	856.4424	8.6902	44.0000	382.3688	28.1548	44.0000	1,238.8112
Total length of steel rail laid during the year—60 lbs	23.2988	47.1428	1,098.3707	154.0008	47.1428	7,260.0289	177.2966	47.1428	3,858.3996
Total length of steel rail laid during the year—50 lbs	68.8180	39.2857	2,703.5683	----------	----------	----------	68.8180	39.2857	2,703.5633
Total length of iron rail replaced by steel rail during the year—60 lbs	0.8484	47.1428	1,098.3707	154.0008	47.1428	7,260.0289	154.8492	47.1428	7,300.0248
Total length of iron rail replaced by steel rail during the year—50 lbs	68.8180	39.2857	2,703.5683	----------	----------	----------	68.8180	39.2857	2,703.5633

TABLE D.

Grants or Donations, in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.	Total Amount of Bonds or Cash	Disposed of.			Inter't accrued to Company December 31, 1883	Remarks.
Character of.	By Whom.		Amount of Bonds.	Cash Realized.	Discount.		
San Francisco County Bonds*	San Francisco County	$400,000	$400,000	$321,752 75	$78,247 25	$27,865 00	The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds†		250,000	250,000	175,000 00	75,000 00		

* The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Governm't.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742	9,467,600	1,500,000	7,997,600	$2 50	$19,994,000
Western Pacific*	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,065,000
California and Oregon	12,800	291	3,724,800		3,724,800	2 50	9,312,000
					12,148,400		$30,371,000

* The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

Lands or Property, including Right of Way, donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.
Sacramento City	$20\frac{6}{10}$ acres in the slough at Sacramento
Oakland Water Front Company	Land Oakland water front
State of California	Half interest in Mission Bay lands, San Francisco

NOTE.—No donation of lands or property other than is specified above in Tables "D" and "E" have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Character of.	Date When—		Amount.	Interest.	
	Issued.	Due.		Rate.	By Whom Payable.
Central Pacific	July 1, 1864	July 1, 1884	$1,500,000	7 per ct.	State of California

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

		Acres Sold.	Average Price.	Amount.		
				Principal.	Interest Accrued.	Total.
Total to December 31, 1882	1,548,875.28	1,504,088.68	$3 08	$5,732,308 96	$1,214,063 94	$6,946,372 90
Less acres returned	44,786.60					
During the year	379,787.02	370,629.37	2 22	821,987 21	90,527 30	912,514 51
Less acres returned	9,137.63					

Amounts paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1882	$1,032,388 17	$20,582 28	$1,052,970 45	$4,699,920 79	$1,193,481 66	$5,893,402 45
During year 1883	240,689 63	8,420 15	249,109 78	581,297 58	82,107 15	663,404 73

NET CASH RECEIPTS IN COIN, DEDUCTING DISCOUNT ON CURRENCY AND EXPENSES.

	Coin and Currency.	Less Expenses.	Net Coin Receipts.
To December 31, 1882, prior and trust mortgage	$445,571 01		$445,571 01
Subsequent to December 31, 1882	5,535,218 34	*$925 24	5,534,293 10

* Discount on currency.

Cash from sales not placed in hands of Trustees prior to trust and mortgage	$445,571 01
Total net receipts as above stated	5,979,864 11
Patents received to December 31, 1883—number of acres, including patents to Western Pacific Railroad Company	2,590,146.52
Patents received to December 31, 1883—number of acres, not including patents to Western Pacific Railroad Company	2,143,553.15
Number of purchasers to December 31, 1883, not including purchasers of Western Pacific Railroad lands	5,540
Average number of acres sold to each	271.53

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles Crocker, Second Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHAS. CROCKER.
E. H. MILLER, JR.

Subscribed and sworn to before me, this fourth day of April, 1884.

CHARLES J. TORBERT, Notary Public.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
F. S. Douty, Secretary and Treasurer	San Francisco
Timothy Hopkins	San Francisco
W. E. Brown	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Corner Fourth and Townsend Streets—San Francisco, California

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter	$4,000,000 00
2. Capital stock authorized by votes of company	4,000,000 00
3. Capital stock issued [number of shares, 5,025]; amount paid in	502,500 00
4. Capital stock paid in on shares not issued [number of shares ------]	None
5. Total amount paid in, as per books of the company	502,500 00
6. Amount of capital stock issued but not full paid	None

7. Amount per share still due thereon	Nothing
8. Par value of shares issued	100 00
9. Total number of stockholders	9
10. Total number of stockholders in California	8
11. Amount of stock held in California	502,500 00

Debt.

16. Total gross debt liabilities	None
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	18,112 09

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

3. Superstructure, including rails	$362,526 39
4. Land	3,187 00
Land damages	1,305 37
9. Agencies, salaries, and other expenses during construction: Wharves	55,656 07
11. Total cost of construction	$422,674 83

Equipment.

	No.	Cost.
12. Locomotives	2	$86,203 05
16. Passenger cars	3	
Baggage cars (smoker combined)	1	
17. Freight cars	78	
Other cars	10	
18. Total for equipment	------	$86,203 05

Property Purchased.

27. Whole amount of permanent investments	$508,877 88
28. Property in California	508,877 88
30. Cash and cash assets	18,112 09
31. Total property and assets of company	$526,989 97

Expenditures Charged to Property Account During the Year.

1. Grading account: Property frontage, Los Angeles	$615 00
3. Superstructure, including rails: Spur at Los Angeles	360 57
5. Passenger and freight stations: Stock corral, Cienega	485 86
19. Property sold and credited to property account during the year: Old pipe sold	60 00
20. Net addition to property account for the year	1,401 43

Revenue for the Year.

13. Derived from rents for use of road and equipment when leased	$20,196 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Sale of land in Los Angeles	2,800 00
Consideration of right of way returned	45 00
19. Total income derived from all sources	$23,041 00

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

(Leased by Central Pacific Railroad Company.)

2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	$1 50
5. Total	$1 50

Net Income, Dividends, Etc.

1. Total net income		$21,638 07
2. Percentage of same to capital stock and net debt	4.018	
3. Percentage of same to total property and assets	3.832	
5. Dividends declared for the year		20,100 00
6. Date of last dividend declared		Feb. 28, 1883
7. Balance for the year, or surplus		1,538 07
8. Surplus at commencement of the year	$16,574 02	
9. Surplus at commencement of the year, as changed by aforesaid entries		16,574 02
10. Total surplus, December 31, 1883		18,112 09

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Leased and operated by Central Pacific Railroad.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(Leased and operated by Central Pacific Railroad.)

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$422,674 83
Cost of equipment	86,203 05
Cash, cash assets, and other items:	
Balance of current accounts	18,112 09
Total	$526,989 97

Credits.

Capital stock	$502,500 00
Profit and loss (profit)	24,489 97
Total	$526,989 97

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
Balance January 1, 1883		$24,395 47
Rental, January 1, 1883, to January 1, 1884		20,196 00
General expenses	$1 50	
Dividend No. 4	20,100 00	
Balance to 1884	24,489 97	
Total	$44,591 47	$44,591 47
Balance January 1, 1884		$24,395 47

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Santa Monica to Los Angeles	December, 1875
2. Length of main line of road from Santa Monica to Los Angeles	$16\frac{83}{100}$ miles
Length of main line in California	$16\frac{83}{100}$ miles
3. Length of line with track laid, if road is not completed	Completed
10. Total length of road belonging to this company	$16\frac{83}{100}$ miles

11. Aggregate length of siding and other tracks not enumerated above	1.6992 miles
12. Same in California	1.6992 miles
13. Aggregate length of track belonging to this company computed as single track	18.5292 miles
14. Same in California	18.5292 miles
18. Number of wooden bridges (aggregate length; 1,431 feet) in California	7
19. Number of crossings of highways at grade, in California	11
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	11
27. Number of railroad crossings at grade	1

Street railroad at Park Station.

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	2		
Average weight of engines in working order		60,000	
Maximum weight of engines in working order [60,000]			
2. Tenders	2		
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water [30,000]			
Average joint weight of engines and tenders		85,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41½ feet]			
4. Total length of heaviest engine and tender over all [49½ feet]			
6. Passenger cars	3		
Average weight		37,250	
Maximum weight [37,250]			
7. Mail and baggage cars	1	36,000	
8. Eight-wheel box freight cars	16	19,000	
10. Eight-wheel platform cars	62	15,000	
12. Other cars:			
Track cars	10		
13. Total market value (cost)			$86,203 05

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	2
Kind of brake: Vacuum.	
16. Number of cars equipped with train brakes	4
Kind of brake: Vacuum.	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
Main line within State	Santa Monica	Los Angeles	16.83	16.83	16.83	33.66	3.3984	(b) 37.0584	37.0584
Total on whole road, December 31, 1883			16.83	16.83	16.83	33.66	3.3984	37.0584	37.0584

The length of rail is double the length of single track, column (b) above.	December 31, 1883—Within State.			December 31, 1883—Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail Total length of iron rail laid during the year, 1,647 feet.	37.0584	39.3255	1,457.3405	37.0584	39.3255	1,457.3405

State of California,
City and County of San Francisco. } ss.

Charles Crocker, President of the Los Angeles and Independence Railroad Company, and F. S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this nineteenth day of April, 1884.

CHARLES J. TORBERT, Notary Public.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Chas. F. Crocker, President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	San Francisco
Geo. E. Gray, Chief Engineer	San Francisco
J. A. Filmore, Superintendent	San Francisco
Leland Stanford	San Francisco
E. H. Miller, Jr.	San Francisco

Business Address of the Company.

Los Angeles and San Diego Railroad Company ..... San Francisco

The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

Capital Stock.

1. Capital stock authorized by charter		$5,600,000 00
3. Capital stock issued (number of shares, 5,708); amount paid in		570,800 00
5. Total amount paid in, as per books of the company		570,800 00
8. Par value of shares issued		100 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		534,800 00

Debt.

12. Funded debt as follows:		
Bonds		$556,000 00
Interest paid on same during year	$33,360 00	
13. Total amount of funded debt		$556,000 00
16. Total gross debt liabilities		$556,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		14,763 42
18. Total net debt liabilities		$541,236 58

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

11. Total cost of construction	$1,113,490 20

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	$1,113,490 20
28. Property in California	1,113,490 20
30. Cash and cash assets	14,763 42
31. Total property and assets of the company	$1,128,253 62

NET INCOME, DIVIDENDS, ETC.

1. Total net income (rental)		$33,384 00
4. Interest accrued during the year:		
On funded debt		33,360 00
7. Balance for the year (surplus)		24 00
8. Deficit at commencement of the year	$1,700 00	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	3,129 62	
9. Surplus at commencement of the year, as changed by aforesaid entries		1,429 62
10. Total surplus, December 31, 1883		1,453 62

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Operated by the Central Pacific Railroad and included in its report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Operated by the Central Pacific Railroad and included in its report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$1,113,490 20
Cash, cash assets, and other items:	
Current accounts	14,763 42
Total	$1,128,253 62

Credits.

Capital stock	$570,800 00
Funded debt	556,000 00
Profit and loss (profit)	1,453 62
Total	$1,128,253 62

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
To general expense	$11 85	
To interest on bonds	33,360 00	
To balance	1,700 00	
To balance down	1,453 62	
By road earnings		$33,384 00
By taxes		3,141 47
	$36,525 47	$36,525 47
By balance brought down		$1,453 62

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Florence to Nietos	April 15, 1874
From Nietos to Anaheim	Jan. 14, 1875
From Anaheim to Santa Ana	Dec. 17, 1877

2. Length of main line of road from Florence to Santa Ana	27.82 miles
Length of main line in California	27.82 miles
10. Total length of road belonging to this company	27.82 miles
11. Aggregate length of siding and other tracks not enumerated above	2.65 miles
12. Same in California	2.65 miles
13. Aggregate length or track belonging to this company computed as single track	30.47 miles
14. Same in California	30.47 miles
19. Number of crossings of highways at grade, in California	37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	37
37. Number of stations on all roads owned by this company	7
38. Same in California	7
40. Miles of telegraph owned by this company	27.82
41. Number of telegraph offices in company stations	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	4

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	July 1, 1880	July 1, 1910	U. S. gold	U. S. gold

Interest.		Authorized Amount.	Total Issued, December 31, 1883.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1883.
Rate.	Payable.				
6	January and July	$2,800,000	$556,000	$333 60	$556,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding lengths of double track.			Length of Track December 31, 1883.									
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.				
								Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Iron.	Iron.	Steel.	Iron and Steel.
										(b)	(c)	
Main line within State	Florence	Santa Ana	27.82	--------	27.82	--------	27.82	27.82	2.65	30.47	--------	30.47
Total on whole road, December 31, 1883			--------	--------	--------	--------	27.82	27.82	2.65	30.47	--------	30.47
Total constructed during year			--------	--------	--------	--------	--------	--------	0.26	0.26	--------	0.26
Total within the State constructed during year			--------	--------	--------	--------	--------	--------	0.26	0.26	--------	0.26

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883—Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	60.94	44	2,681.36	60.94	44	2,681.36
Total length of iron rail laid during the year	0.52	44	22.88	0.52	44	22.88

State of California,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES F. CROCKER, President.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fourth day of March, 1884.

CHARLES J. TORBERT, Notary Public.

MONTEREY RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Charles Crocker, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	Oakland
George E. Gray, Chief Engineer	San Francisco
A. C. Bassett, Superintendent	San Francisco
W. V. Huntington	San Francisco

Business Address of the Company.

Monterey Railroad Company ..... San Francisco

The Monterey Railroad Company was incorporated January 24, 1880.

Capital Stock.

1. Capital stock authorized by charter		$250,000 00
3. Capital stock issued [number of shares, 2,500]; amount paid in		250,000 00
5. Total amount paid in, as per books of the company		250,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		247,300 00

Debt.

12. Funded debt as follows:		
Bonds		$250,000 00
Interest paid on same during year	$12,500 00	
13. Total amount of funded debt		$250,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$1,550 00
Sinking fund		10,300 00
15. Total amount of unfunded debt		$11,850 00
16. Total gross debt liabilities		$261,850 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances		22,499 13
18. Total net debt liabilities		$239,350 87

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry		$493,532 66
2. Bridging		
3. Superstructure, including rails		
4. Land:		
Land damages		
Fences		
5. Passenger and freight stations		6,000 00
6. Engine houses and car sheds (turntables included in track)		500 00
7. Machine shops, including machinery and tools		100 00
9. Engineering		6 00
Agencies, salaries, and other expenses during construction		6 00
11. Total cost of construction		$500,132 66

Property Purchased and on Hand not Included in the Foregoing Accounts.

26. Total of property purchased, etc.	$500,132 66
27. Whole amount of permanent investments	500,132 66
28. Property in California	500,132 66
29. Amount of supplies and materials on hand	22,499 13
30. Cash and cash assets	22,499 13
31. Total property and assets of the company	526,631 79

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds. Character.	Terms and Conditions of Funds.	Total to December 31, 1883. Invested.	Total to December 31, 1883. On Hand.	Received during year.	On Hand, December 31, 1883.
First mortgage	Sinking Fund, $5,000 yearly. Commenced year 1882	$10,000	$10,000	$5,000	$10,000

Net Income, Dividends, Etc.

1. Total net income, rental		$20,400 00
7. Balance for the year, or surplus		7,900 00
8. Surplus at commencement of the year	$11,853 02	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	3,971 23	
9. Surplus at commencement of the year, as changed by aforesaid entries		7,881 79
10. Total surplus December 31, 1883		15,781 79
11. Paid to sinking funds, in hands of Trustees		5,000 00

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(Operated by Southern Pacific Railroad Company, and included in its report.)

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$500,132 66
Cash, cash assets, and other items:	
Current accounts	22,499 13
Total	$522,631 79

Credits.

Capital stock	$250,000 00
Funded debt	250,000 00
Other debts:	
Sinking Fund	10,300 00
Due for interest coupons not presented	1,550 00
Profit and loss (profit)	10,781 79
Total	$522,631 79

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
To general expense	$17 45	
Taxes	3,653 78	
Interest	300 00	
Sinking Fund	5,000 00	
Interest on bonds	12,500 00	
Balance	10,781 79	
By balance December 31, 1882		$11,853 02
Road earnings		20,400 00
	$32,253 02	$32,253 02

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Castroville to Morocojo	January 11, 1880
From Morocojo to Martinez	January 11, 1880
From Martinez to Bardins	January 11, 1880
From Bardins to Del Monte	Sept. 12, 1881
From Del Monte to Monterey	Sept. 12, 1881
From Bardins to Monterey	January 11, 1880
2. Length of main line of road from Castroville to Monterey	15.12
Length of main line in California	15.12
10. Total length of road belonging to this company	15.12
11. Aggregate length of siding and other tracks not enumerated above	1.43
12. Same in California	1.43
13. Aggregate length of track belonging to this company computed as single track	16.55
14. Same in California	16.55
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	30.24
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5
37. Number of stations on all roads owned by this company	6
38. Same in California	6
40. Miles of telegraph owned by this company	15.12
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

MILEAGE, TRAFFIC, ETC.

(Operated by the Southern Pacific Railroad Company, and included in its report.)

LIST OF ACCIDENTS IN CALIFORNIA.

(If any, reported by the Southern Pacific Railroad Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	April 1, 1880	April 1, 1900	Gold	Gold	5	October 1 and April 1.

Authorized Amount.	Total Issued December 31, 1883.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1883.
		During year.	Overdue.	
$250,000	$250,000	$12,500	$1,550	$250,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.							
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.				
						Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Steel.	Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Castroville	Monterey	15.12	15.12	15.12	15.12	1.43	(b) 1.43	(c) 15.12	16.55
Total on whole road, December 31, 1883			15.12	15.12	15.12	15.12	1.43	1.43	15.12	16.55

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons.)	Total Weight (Tons), 2,240 Pounds.	Length in Miles.	Average Weight per Mile (Tons.)	Total Weight (Tons), 2,240 Pounds.
Length of iron rail	2.86	44	125.84	2.86	44	125.84
Length of steel rail	30.24	$39\frac{2}{7}$	1,188.00	30.24	$39\frac{2}{7}$	1,188.00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles Crocker, President of the Monterey Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statement, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES CROCKER.
J. L. WILLCUTT, Secretary.

Subscribed and sworn to before me, this twenty-fifth day of March, 1884.

CHARLES J. TORBERT, Notary Public.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President	San Francisco, California
Charles F. Crocker, Vice-President	San Francisco, California
E. H. Miller, Jr., Treasurer	San Francisco, California
Timothy Hopkins, Secretary	San Francisco, California
Leland Stanford	San Francisco, California
Charles Crocker	San Francisco, California

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco, California

The Northern Railway Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter		$8,400,000 00
2. Capital stock authorized by votes of company		8,400,000 00
3. Capital stock issued [number of shares, 61,905]; amount paid in		6,190,500 00
5. Total amount paid in, as per books of the company		6,190,500 00
8. Par value of shares issued		100 00
9. Total number of stockholders	20	
10. Number of stockholders in California	19	
11. Amount of stock held in California		6,123,000 00

DEBT.

12. Funded debt as follows:		
Bonds		$3,964,000 00
Interest paid on same during year	$286,800 00	
13. Total amount of funded debt		$3,964,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		132,624 85
16. Total gross debt liabilities		$4,096,624 85
19. Total net debt liabilities		$4,096,624 85

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	$10,988,029 24

Equipment.

17. Freight cars: Hand and section cars	$3,256 38
18. Total for equipment	$3,256 38

Property Purchased, Etc.

26. Total for property purchased, etc.		$10,991,285 62
31. Total property and assets of the company		$10,991,285 62

Expenditures Charged to Property Account During the Year.

1. Grading and masonry:		
Sidings and new tracks		$53,469 67
4. Land		972 03
Fences		802 21
5. Passenger and freight stations		2,655 20
Water stations		1,766 60
6. Engine houses, car sheds, and turntables		459 62
8. Engineering, agencies, salaries, and other expenses during construction:		
Canals		422 53
Freight on construction material		2,104 23
Oil house		342 85
15. Purchase of other roads:		
Wharves and slips		29,650 97
Coal bunker at Port Costa		107,100 00
Transportation of men		211 33
18. Total		$199,957 24
19. Property sold and credited to property account during the year:		
Piles sold	$300 00	
Material sold	42 50	
Tracks taken up	493 50	
Board refused account construction force	32 75	
Material charged but not used	527 85	
		1,396 60
20. Net addition to property account for the year		$198,560 64

Revenue for the Year.

(Reported by lessee, Central Pacific Railroad.)

13. Derived from rents for use of road and equipment when leased		$633,000 00
Less paid San Pablo and Tulare Railroad Company on lease	$167,464 80	
Less general expense	1,040 29	
Less taxes	17,521 90	
		186,026 99
Net earnings		$446,973 01

Net Income, Dividends, Etc.

1. Total net income		$446,973 01
2. Percentage of same to capital stock and net debt	$4\frac{3}{10}$	
3. Percentage of same to total property and assets	$4\frac{1}{10}$	
4. Interest accrued during the year:		
On funded debt		286,800 00
5. Dividends declared for the year	$216,667 50	
6. Date of last dividend declared (No. 3)	February 28, 1883	
7. Balance for the year, or surplus		160,173 01
8. Surplus at commencement of the year	$760,655 26	
Deduct entries made in profit and loss account during the year not included in the foregoing statement	216,667 50	
10. Total surplus, December 31, 1883		543,987 76
11. Paid to sinking funds, in hands of Trustees		704,160 77

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

(See lessee's report.)

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

(See lessee's report.)

General Balance Sheet at Closing of Accounts, December 31, 1883.

	December 31, 1883.
Debits.	
Cost of road	$10,988,029 24
Cost of equipment	3,256 38
Total	$10,991,285 62
Credits.	
Capital stock	$6,190,500 00
Funded debt	3,964,000 00
Other debts—unpaid coupons due January 1, 1884	118,920 00
Pacific Improvement Company	13,704 85
Profit and loss (profit)	704,160 77
Total	$10,991,285 62

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
Rental		$633,000 00
Leased road	$167,464 80	
Taxes	17,521 90	
General expense	1,040 29	
Interest	286,800 00	
Profit	160,173 01	
Totals	$633,000 00	$633,000 00

Description of Road.

1. Date when the road or portions thereof were opened for public use:

San Pablo Division—	
West Oakland to Shell Mound	August 16, 1876
Shell Mound to Martinez	January 9, 1878
Benicia to Suisun	Dec. 28, 1879
Northern Division—	
Woodland to Williams	July 1, 1876
Williams to Willows	October 3, 1878
Willows to Orland	July 31, 1882
Orland to Tehama	Sept. 27, 1882
San Pablo and Tulare Railroad (leased)—	
Martinez to Tracy	Sept. 8, 1878

3. Length of line with track laid, if road is not completed	148.2240
4. Length of double track on main line	4.6812
10. Total length of road belonging to this company	152.9052
11. Aggregate length of siding and other tracks not enumerated above	37.2803
12. Same in California	37.2803
13. Aggregate length of track belonging to this company computed as single track	190.1855
14. Same in California	190.1855
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds); 254.9278 rail	127.4639
16. Number of spans of bridges of twenty-five feet and upwards, in California	35
18. Number of wooden bridges (aggregate length, 15,109 feet), in Calfornia	226
19. Number of crossings of highways at grade, in California	103
20. Number of crossings of highways over railroad, in California	3
22. Number of highway bridges eighteen feet above track, in California	3
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	106
27. Number of railroad crossings at grade	3

Tramway at Pinole; tramway at Powder Works, near Pinole; tramway at Martinez.

ROADS BELONGING TO OTHER COMPANIES LEASED BY THIS COMPANY. OPERATED BY CENTRAL PACIFIC RAILROAD COMPANY.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).
	From—	To—	
San Pablo and Tulare Railroad	Martinez	Tracy	46.578

Date of Lease.		Amount of Rental.
From—	To—	
September 2, 1878	September 2, 1888	$300 per mile per month

31. Total length of above roads	46.578
36. Number of stations on all roads operated by this company	46
39. Miles of telegraph on line of road operated by this company	149.49
41. Number of telegraph offices in company stations	20

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
1st Mortgage	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. and July.

Authorized Amount.	Total Issued, December 31, 1883.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1883.
$6,300,000	$3,964,000	$286,800	$3,964,000

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.											
			Single.		Double.	Length of Roadway—Single and Double Track.			Reduced to Single Track.					
									Track.		Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
												(b)	(c)	
Main line within State	Oakland	Near Martinez		26.3419	4.6812		31.0231	31.0231		35.7043	19.8716	19.8716	35.7043	55.5759
Main line within State	Benicia	Suisun		16.3428			16.3428	16.2428		16.3428	4.9367	4.9767	16.2428	21.2795
Main line within State	Near Woodland	Tehama	25.4413	75.4168		25.4413	75.4168	100.2581	25.4413	75.4168	12.4720	37.9133	75.4168	119.3301
Total on whole road, December 31, 1883			25.4413	118.1015	4.6812	25.4413	122.7827	148.2240	25.4413	127.4629	37.2803	62.7216	127.4629	190.1855
Total constructed during year											4.8669	4.8669		4.8669
Total within the State constructed during the year											4.8669	4.8669		4.8669

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	125.4432	44.0000	5,519.5008	125.4432	44.0000	5,519.5008
Length of steel rail	254.9278	39.2857	10,015.0171	254.9278	39.2857	10,015.0171
Total length of iron rail laid during the year in sidings	9.7338	44.0000	428.2872	9.7338	44.0000	428.2872
Total length of steel rail laid during the year						None
Total length of iron rail replaced by steel rail during the year						
Of the iron rail, the length of rerolled iron was						

State of California,
City and County of San Francisco. } ss.

W. V. Huntington, President of the Northern Railway Company, and Timothy Hopkins, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

W. V. HUNTINGTON, President.
TIMOTHY HOPKINS, Secretary.

Subscribed and sworn to before me, this fifteenth day of May, 1884.

HOLLAND SMITH, Notary Public.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
Charles F. Crocker, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
C. P. Huntington	New York

Business Address of the Company.

Fourth and Townsend Streets ..... San Francisco, California

The Sacramento and Placerville Railroad Company was incorporated October 19, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company	August 4, 1852
Folsom and Placerville Railroad Company	September 29, 1876

Capital Stock.

1. Capital stock authorized by charter		$2,000,000 00
2. Capital stock authorized by votes of company		2,000,000 00
3. Capital stock issued [number of shares, 16,462]; amount paid in		1,646,200 00
4. Capital stock paid in on shares not issued [number of shares, 1,098]		109,800 00
5. Total amount paid in, as per books of the company		1,756,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	20	
10. Number of stockholders in California	18	
11. Amount of stock held in California		1,226,000 00

DEBT.

12. Funded debt as follows:		$1,100,000 00
Bonds		
Interest on same during year	$82,000	
13. Total amount of funded debt		$1,100,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		361,758 00
All other debts, current credit balances, etc.		
16. Total gross debt liabilities		$1,461,758 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds	$63,037 70	
Other securities and debt balances	94,660 74	157,698 44
18. Total net debt liabilities		$1,304,059 56

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1883.
1. Grading and masonry	
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	$3,050,234 70
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
10. ------Branch, [original cost, $----;] purchased for	
------Branch, [original cost, $----;] purchased for	
11. Total cost of construction	

Equipment.

	Number	To December 31, 1883. Cost.
12. Locomotives	3	Included in above.
16. Passenger cars	1	
Mail cars	1	
17. Freight cars	65	
Other cars	18	

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

24. *Investments in transportation lines.*

Old road of Placerville and Sacramento Valley Railroad	$1,520,000 00

25. *Other property purchased.*

26. Total for property purchased, etc.	$1,520,000 00
27. Whole amount of permanent investments	1,530,234 70
30. Cash and cash assets	157,698 44
31. Total property and assets of the company	$3,207,933 14

32. Sinking and Contingent Funds.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Total to December 31, 1883.
Character.	Invested.
First mortgage, Sacramento and Placerville Railroad	$63,037 70

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$35,059 70
5. Derived from express and extra baggage	1,853 85
6. Derived from mails	2,624 68
7. Total earnings from passenger department	$39,538 23
8. Derived from local freight on roads operated by this company	$71,422 19
12. Total earnings from freight department	$71,422 19
13. Derived from rents for use of road and equipment when leased	$7,200 00
Other rentals—real estate	1,130 00
Car mileage	178 00
Miscellaneous	2,436 35
14. Total transportation earnings	121,904 77
15. Earnings per mile of road operated	2,555 12
16. Earnings per train mile (total passenger and freight)	2 50
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Interest on sinking fund	2,400 00
19. Total income derived from all sources	$124,304 77

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$5,097 90
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General expense	982 00
Office expense	3,300 00
Advertising	None
Miscellaneous	167 50
Stationery and printing	578 32
5. Total	$10,125 72
6. Proportion belonging to passenger department—$35\frac{3}{5}$ per cent	$3,604 76
7. Proportion belonging to freight department—$64\frac{2}{5}$ per cent	6,520 96

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$13,999 55
3. Steel rails laid, deducting old rails taken up. (Number of miles, 1,500 feet; weight per yard, 50 pounds)	755 00
4. New ties. (Number, 7,474;) cost	3,446 76
5. Repairs of bridges	9,268 41
6. Repairs of buildings and fixtures (stations and turntables)	190 04
8. Repairs of fences, road crossings, and signs	Included in track repairs.
10. Repairs of locomotives	2,956 15
12. Wages of engineer, etc.	6,285 96
14. Fuel for engines and cars:	
Number of cords of wood, $1,155\frac{1}{2}$; cost	5,768 25

15. Water and water stations	$290 00
17. Oil and waste	336 19
18. Watchmen	720 00
19. Total	$44,016 31
20. Proportion of same to passenger department, 35⅔ per cent	$15,669 81
21. Proportion of same to freight department, 64⅔ per cent	28,346 50

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$423 30
3. Damages and gratuities, passengers	2,615 00
4. Salaries, wages, and incidentals of passenger trains	1,590 92
5. Salaries, wages, and incidentals of passenger stations	See freights
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same—Central Pacific Railroad	256 92
8. Total	$4,886 14

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$730 88
3. Damages and gratuities, freight	33 43
4. Salaries, wages, and incidentals of freight trains	3,181 85
5. Salaries, wages, and incidentals of freight stations	11,455 38
6. Paid corporations or individuals not operating roads for use of freight cars (Central Pacific Railroad Company)	1,737 00
8. Total	$17,138 54
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$76,166 71
10. Per train mile (total passenger and freight) $1 56	
11. Percentage of expenses to total transportation earnings 62½	
13. Total expenses	$76,166 71

Net Income, Dividends, Etc.

1. Total net income		$48,138 06
2. Percentage of same to capital stock and net debt	$1\frac{57}{100}$	
3. Percentage of same to total property and assets	$1\frac{50}{100}$	
4. Interest accrued during the year:		
On funded debt		82,000 00
7. Balance for the year (deficit)		33,861 94
8. Surplus at commencement of the year	$25,237 08	
9. Surplus at commencement of the year, as changed by aforesaid entries		25,237 08
10. Total deficit December 31, 1883		8,624 86
11. Paid to sinking funds, in hands of Trustees		23,037 70

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$39,538 23
2. Per passenger train mile	2 87
3. Expenses, proportion of "General Traffic Expenses," as per class I, No. 6	3,604 76
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per class II, No. 20	15,669 81
5. Expenses, "Passenger Traffic," as per Class III, No. 8	4,886 14
6. Total expenses	24,160 71
7. Per passenger train mile	1 75
8. Net earnings	15,377 52
9. Per passenger train mile	1 12

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$71,422 19
2. Per freight train mile	2 37
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	6,520 96
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	28,346 50
5. Expenses, "Freight Traffic," as per Class IV, No. 8	17,138 54

6. Total expenses	$52,006 00
7. Per freight train mile	1 73
8. Net earnings	19,416 19
9. Per freight train mile	64

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road		$3,050,234 70
Sinking funds in hands of Trustees		63,037 70
Cash, cash assets, and other items:		
C. H. Cummings, cash	$10,239 14	
V. S. P. Depot	790 38	
Pacific Improvement Company	83,631 22	
		94,660 74
Profit and loss (loss)		11,024 86
Total		$3,218,958 00

Credits.

Capital stock	$1,756,000 00
Funded debt	1,100,000 00
Other debts	362,958 00
Total	$3,218,958 00

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom	Feb. 22, 1856
From Folsom to Shingle Springs	June 20, 1865
2. Length of main line of road from Sacramento to Shingle Springs	47.71 miles
Length of main line in California	47.71 miles
10. Total length of road belonging to this company	47.71 miles
11. Aggregate length of siding and other tracks not enumerated above	6.81 miles
13. Aggregate length of track belonging to this company, computed as single track	54.52 miles
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	5.28 miles
18. Number of wooden bridges (aggregate length, 2,390 feet) in California	12
19. Number of crossings of highways at grade, in California	32
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	32
27. Number of railroad crossings at grade	1
Central Pacific Railroad at Brighton.	
34. Total miles of road operated by this company	47.71
36. Number of stations on all roads operated by this company	18
37. Number of stations on all roads owned by this company	18
38. Same in California	18
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	3		$22,000 00
Average weight of engines in working order		56,933	
Maximum weight of engines in working order [60,200]			
2. Tenders		36,833	
Maximum weight of tenders full of fuel and water [40,000]			
Average joint weight of engines and tenders		93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41.2½ feet]			
4. Total length of heaviest engine and tender over all [49.6 feet]			
6. Passenger cars	1		3,000 00
Average weight		33,550	
7. Mail and baggage cars	1		4,000 00
8. Eight-wheel box freight cars	31		18,600 00
10. Eight-wheel platform cars	12		36,000 00
12. Other cars (8 section and 10 hand)	18		1,125 00
13. Total market value			$52,325 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	43
15. Number of locomotives equipped with train brakes	3
Kind of brake: Hand.	
16. Number of cars equipped with train brakes	All
Kind of brake: Hand.	

Mileage, Traffic, Etc.

1. Miles run by passenger trains	13,772
2. Rate of speed of express passenger trains, including stops	20
3. Rate of speed of accommodation trains, including stops	12
4. Miles run by freight trains (mixed)	30,048
6. Rate of speed of accommodation freight trains, including stops	12
7. Miles run by other trains, and for what purpose:	
Excursion	608
Switching and work	4,318
8. Total train miles run	48,746
9. Total number of passengers carried	24,638
Number of through passengers going east	1,558
Number of through passengers going west	1,739
Number of local passengers going east	11,290
Number of local passengers going west	10,051
10. Total passenger mileage, or passengers carried one mile	560,030
12. Number of tons freight carried (not including gravel)	$40,158\frac{578}{2000}$
13. Total freight mileage, or tons carried one mile	$1,809,317\frac{16}{100}$
15. Highest rate of fare per mile for any distance (excluding one mile)	6 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	6 cents
20. Average rate of fare per mile for all passengers	6 cents
26. Average number of cars in passenger trains (including baggage cars)	2
27. Average number of cars in freight trains—basis of eight-wheel	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	167,200
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	240,000
30. Number of persons regularly employed by company, including officers	42
Average monthly pay of engine drivers	$120 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	44 00
Average monthly pay of laborers	40 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control — in California.		From their own misconduct or carelessness — in California.		Total — in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Others than passen- or employés	--------	--------	2	--------	2	--------	2	--------
Total	--------	--------	2	--------	2	--------	2	--------

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage, Sacramento Valley Railroad	July 1, 1855	July 1, 1875	Not	specified.	10	Jan. and July
First mortgage, Sacramento and Placerville Railroad	Jan. 1, 1877	Jan. 1, 1907	Gold	Gold	6	Jan. and July

Authorized Amount.	Total Issued, Dec. 31, 1883.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1883
		To Dec. 31, 1883.	During Year.	Overdue.	
$700,000 00	$400,000 00	$300,000 00	$40,000 00	$340,000 00	$400,000 00
1,675,000 00	700,000 00	--------	42,000 00	--------	700,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1883. Reduced to Single Track.			
			Single.		Track.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.
Main line within State	Sacramento	Shingle Springs	42.43	5.28	42.43	5.28
Total on whole road, December 31, 1883			49.24	5.28	------	------

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883. Reduced to Single Track.			
			Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	(b) Iron.	(c) Steel.	Iron and Steel.
Main line within State	Sacramento	Shingle Springs	6.81	98.48	10.56	109.04

The length of rail is double the length of single track, columns (b) and (c) above.	Dec. 31, 1883—Within the State.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	98.48	88.	86,668.504
Length of steel rail	10.56	78.1280	829.180
Total length of iron rail laid during the year	.28	78.1280	11.3600

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES F. CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this twenty-second day of May, 1884.

J. F. KINGSWELL, Notary Public.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

Names and Residences of Officers and Directors.

P. Donahue, President	San Francisco
J. M. Donahue, Vice-President	San Francisco
J. M. Donahue, Secretary	San Francisco
T. J. Bergin, Treasurer	San Francisco
Arthur Hughes	San Francisco
Thomas Donahue	San Francisco

Business Address of the Company.

No. 426 Montgomery Street ..... San Francisco, California

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872
Sonoma and Marin Railroad Company	November 13, 1877
Fulton and Guerneville Railroad Company	May 23, 1877

Capital Stock.

1. Capital stock authorized by charter	$12,350,000 00
2. Capital stock authorized by votes of company	5,000,000 00
3. Capital stock issued	3,750,000 00
5. Total amount paid in, as per books of the company	3,750,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	5
10. Number of stockholders in California	5
11. Amount of stock held in California	3,750,000 00

Debt.

14. Unfunded debt:	
All other debts, current credit balances, etc.:	
Contractors	
Unpaid bills	$114,110 99
Payrolls	
Bank, etc.	
16. Total gross debt liabilities	$3,864,110 99
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	$8,516 26
Materials and supplies on hand	61,585 01
Other securities and debt balances	547,754 70
18. Total net debt liabilities	$617,855 97

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	
2. Bridging	$3,145,916 13
3. Superstructure, including rails	
5. Passenger and freight stations	120,761 33
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	19,925 44
11. Total cost of construction	$3,286,602 90

13. Snow plows on wheels [8]	
16. Passenger cars	
Mail cars	$288,956 65
Baggage cars	
17. Freight cars	
Other cars	
18. Total for equipment	$399,604 82

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Donahue	$8,000 35
Lakeville	3,000 00
Petaluma	5,000 00
Santa Rosa	8,500 00
Mark West	750 00
Fulton	700 00
Healdsburg	4,000 00
Geyserville	750 00
Windsor	750 00
Cloverdale	4,000 00
San Rafael	3,697 00
	$39,147 35

23. *Steamboat Property.*

	Price Paid.
Steamer J. M. Donahue	$155,000 00
Steamer Antelope	90,000 00
	16,000 00
	16,000 00
Launch	1,700 00
Total	$278,700 00

NOTE.—The prices above noted are the original cost prices of the steamers, and at this date are worth but a small part of said sum.

25. *Other property purchased.*

Furniture	$6,388 28
Engines	6,500 00
Trucks and scales	3,298 93
	$16,187 21

26. Total for property purchased, etc.	$4,020,242 28
30. Cash and cash assets	617,855 97
31. Total property and assets of the company	$4,638,098 25

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

5. Passenger and freight stations	
Woodsheds and water stations	$509 60
6. Engine houses, car sheds, and turntables	
7. Machine shops:	
Tools	332 71
8. Engineering, agencies, salaries, and other expenses during construction:	
Furniture	133 00
Trucks and scales	84 00
9. Locomotives	2,884 88
13. Passenger, mail, and baggage cars	10,928 02
14. Freight and other cars	
17. Any other expenditures charged to property account:	
Sonoma and Marin Railroad Company	1,366 88
18. Total	$16,239 09
19. Property sold and credited to property account during the year:	
Drill	60 00
20. Net addition to property account for the year	$16,179 09

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$235,267 00
4. Derived from other sources belonging to passenger department, baggage, etc.	423 85
5. Derived from express and extra baggage	12,522 77
6. Derived from mails	8,921 92
7. Total earnings from passenger department	$257,135 54
8. Derived from local freight on roads operated by this company	$242,162 60
14. Total transportation earnings	$499,298 14
17. Income derived from rent of property, other than road and equipment: Transfer Company; Bar; Rent at Donahue	$5,501 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.): Sonoma Valley Railroad Company; Miscellaneous, etc.	34,022 02
19. Total income derived from all sources	$538,821 16

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$17,840 65
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expenses Superintendent	7,133 00
Steamer expenses	55,243 74
Office expenses	10,639 00
Stationery and printing	3,111 96
Advertising expenses	3,528 54
Repairs of steamer	7,861 14
Miscellaneous expenses	654 50
Repairs of wharf	1,916 14
Legal expenses	1,769 90
Interest and discount	212 95
5. Total	$109,911 52
6. Proportion belonging to passenger department; 7. Proportion belonging to freight department	Not kept separate.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$64,338 30
2. Iron rails laid, deducting old rails taken up	None
3. Steel rails laid, deducting old rails taken up	None
4. New ties. (Number, 17,246, at 37c.)	
5. Repairs of bridges	4,801 65
6. Repairs of buildings and fixtures (stations and turntables)	4,457 51
7. Repairs and additions to machine shops and machinery (tools)	2,222 13
10. Repairs of locomotives	19,487 00
14. Fuel for engines and cars: Number of cords of wood, ——; cost; Number of tons of coal, ——; cost	21,528 75
15. Water and water stations	2,964 01
19. Total	$119,799 35

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$9,427 41
4. Salaries, wages, and incidentals of passenger trains; Salaries, wages, and incidentals of ferries	10,195 85
5. Salaries, wages, and incidentals of passenger stations	20,144 62
8. Total	$39,767 88

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	$1,046 06
8. Total	$1,046 06
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$270,524 81
11. Percentage of expenses to total transportation earnings 50 20/100	

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$268,296 35
7. Balance for the year, or surplus	$268,296 35	
8. Surplus at commencement of the year	520,836 34	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	13,280 68	
		$802,413 37
9. Surplus at commencement of the year, as changed by aforesaid entries		520,836 34
10. Total surplus, December 31, 1883		$281,577 03

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(These accounts are not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(These accounts are not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$3,145,916 13
Cost of equipment	874,326 15
Supplies and materials on hand	70,101 27
Cash, cash assets, and other items:	
Cost of new road	547,754 70
Cost of new steamer	
Loans, stage, and rail lines	
Total	$4,638,098 25

Credits.

Capital stock	$3,750,000 00
Other debts:	
Balance due contractors	114,110 99
Stage and rail lines	
Unpaid bills	
Payrolls	
Bark	
Profit and loss (profit)	773,987 26
Total	$4,638,098 25

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Credits.
By net earnings	$268,996 35
By sundry items	13,280 68
	$281,577 03

Description of Road.

1. *Date when the road or portions thereof were opened for public use.*

From—	To—	Miles.	Date of Opening.
Donahue	Santa Rosa	23	January 1, 1870
Santa Rosa	Windsor	9	March 1, 1871
Windsor	Grants	4	April 10, 1871
Grants	Healdsburg	2	July 1, 1871
Healdsburg	Cloverdale	18	April 15, 1872
Fulton	Guerneville	16	May 24, 1876
Petaluma	San Rafael	20½	June 2, 1879
		92½	

2. Length of main line of road from Donahue to Cloverdale	56 miles
5. Branches owned by the company:	
Fulton to Guerneville	16 miles
Petaluma Junction to San Rafael	20½ miles
6. Total length of branches owned by the company	36½ miles
10. Total length of road belonging to this company	92½ miles
11. Aggregate length of siding and other tracks not enumerated above	11 miles
13. Aggregate length of track belonging to this company computed as single track	103½ miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, fifty pounds)	5½ miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	12
18. Number of wooden bridges (aggregate length, 1,454 feet), in California	
19. Number of crossings of highways at grade in California	69
20. Number of crossings of highways over railroad, in California	2
22. Number of highway bridges less than eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	71
31. Total length of above roads	92½ miles
34. Total miles of road operated by this company	92½ miles
36. Number of stations on all roads operated by this company	31
41. Number of telegraph offices in company stations	9
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	5

Rolling Stock.

	No.	Average Weight.
1. Locomotives	8	
Average weight of engines in working order		60,095
Maximum weight of engines in working order [64,000]		
2. Tenders	2	
Average weight of tenders full of fuel and water		40,000
Maximum weight of tenders full of fuel and water [40,000]		
Average joint weight of engines and tenders		100,095
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [42¼ feet]		
4. Total length of heaviest engine and tender over all [53 feet]		
6. Passenger cars	12	
Average weight		38,700
Maximum weight [40,000]		
7. Mail and baggage cars	3	34,300
8. Eight-wheel box freight cars	48	18,657
10. Eight-wheel platform cars	166	13,621
11. Four-wheel platform cars	23	8,000
12. Other cars: 1 President's, 15 rack, and 20 dump cars		

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	250½
15. Number of locomotives equipped with train brakes	5
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	15
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	12

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops	22 miles
3. Rate of speed of accommodation trains, including stops	10½ miles
5. Rate of speed of express freight trains, including stops	10½ miles
6. Rate of speed of accommodation freight trains, including stops	10½ miles
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight wheel	18
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	270,495
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	375,489
30. Number of persons regularly employed by company, including officers	245
Average monthly pay of employés, other than officers	$59 10
Average monthly pay of engine drivers	100 00 to 110 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	87 50
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men as foremen	60 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness—in California	1 killed

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.										
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.					
								Track.		Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Iron. (b)	Steel. (c)	Iron and Steel.
Main line within State	Donahue	Cloverdale	51½	5½	51½	5½	56	51½	5½	7	58½	5½	64
Main line within State	Fulton	Guerneville	16	--------	16	--------	16	16	--------	2½	18½	--------	18½
Main line within State	Petaluma Junc'n	San Rafael	20½	--------	20½	--------	20½	20½	--------	1½	22	--------	22
Total on whole road, December 31, 1883			88	5½	--------	--------	--------	--------	--------	--------	--------	--------	--------

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	198	95.040	8,300$\frac{6}{7}$	198	95.040	8,300$\frac{6}{7}$
Length of steel rail	11	88.000	432$\frac{1}{7}$	11	88.000	432$\frac{1}{7}$
Total length of iron rail laid during the year	--------	--------	--------	5$\frac{21}{22}$	9,856 lbs	262

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Peter Donahue, President of the San Francisco and North Pacific Railroad Company, and Thos. W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and the answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

P. DONAHUE, President.
THOS. W. JOHNSTON, Secretary.

Subscribed and sworn to before me, this twenty-third day of August, 1884.

J. F. KINGWELL, Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco
Charles Crocker, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
George Crocker	San Francisco
E. H. Miller	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco, California

The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter		$3,750,000 00
2. Capital stock authorized by votes of company		3,750,000 00
3. Capital stock issued [number of shares, 18,610]; amount paid in		1,861,000 00
5. Total amount paid in, as per books of the company		1,861,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	17	
10. Number of stockholders in California	16	
11. Amount of stock held in California		1,813,000 00

DEBT.

12. Funded debt as follows:		
Bonds		1,023,000 00
Interest paid on same during year	$61,380 00	
13. Total amount of funded debt		$1,023,000 00
16. Total gross debt liabilities		$1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Sinking funds		$20,334 40
Other securities and debt balances		97,225 37
		$117,559 77
18. Total net debt liabilities		$905,440 23

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry		
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		$2,925,978 20
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Interest		
9. Engineering		
Agencies, salaries, and other expenses during construction		
10. ----------Branch, [original cost, $------;] purchased for		
----------Branch, [original cost, $------;] purchased for		
11. Total cost of construction		$2,925,978 20

Property Purchased and on Hand not Included in the Foregoing Accounts.

26. Total for property purchased, etc.	$2,925,978 20
30. Cash and cash assets	97,225 37
31. Total property and assets of the company	$3,023,203 57

32. Sinking and Contingent Funds—Showing Amount of Same, and Their Purpose.

Applicable to redemption of what bonds:	
Character	First mortgage bonds.
Terms and conditions of bonds	1 per cent per annum of funded debt outstanding to be set apart for a Sinking Fund, beginning January 1, 1883.
Total to December 31, 1883	$20,334 40

Expenditures Charged to Property Account During the Year.

1. Grading and masonry	$8,205 92
2. Bridging	
3. Superstructure, including rails	
4. Land:	
Fences	88 52
5. Passenger and freight stations	378 49
Water	2,482 78
20. Net addition to property account for the year	$11,155 71

Revenue for the Year.

(Traffic, earnings, and operating expenses included in report of Central Pacific Railroad Company, the lessees.)

13. Derived from rents for use of road and equipment when leased		$167,464 80
Less taxes	$12,468 88	
Less general expenses	798 55	
		13,267 43
Net earnings		$154,197 37

Net Income, Dividends, Etc.

1. Total net income	$154,197 37
2. Percentage of same to capital stock and net debt	$5\frac{57}{100}$
3. Percentage of same to total property and assets	$5\frac{10}{100}$
4. Interest accrued during the year:	
On funded debt	61,380 00

5. Dividends declared (3½ per cent) for the year	$65,135 00
6. Date of last dividend (No. 3) declared February 28, 1883	
8. Surplus at commencement of the year:	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement Dividend, $65,135 60	
9. Surplus at commencement of the year, as changed by aforesaid entries	66,720 60
10. Total surplus December 31, 1883	159,537 97
11. Paid to sinking funds, in hands of Trustees	20,334 40

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in report of Central Pacific Railroad Company.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in report of Central Pacific Railroad Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$2,925,978 20
Sinking fund in hands of Trustees	20,334 40
Cash, cash assets, and other items	97,225 37
Total	$3,043,537 97

Credits.

Capital stock	$1,861,000 00
Funded debt	1,023,000 00
Profit and loss (profit)	159,537 97
Total	$3,043,537 97

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Rental		$167,464 80
Taxes	$12,468 88	
General expense	798 55	
Interest	61,380 00	
Profit	92,817 37	
Totals	$167,464 80	$167,464 80

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez	Sept. 3, 1878
3. Length of line with track laid, if road is not completed	46.5180
10. Total length of road belonging to this company	46.5180
11. Aggregate length of siding and other tracks not enumerated above	9.9716
12. Same in California	9.9716
13. Aggregate length of track belonging to this company computed as single track	56.4896
14. Same in California	56.4896
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds) 93.0360	46.5180
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 5,457 feet), in California	79
19. Number of crossings of highways at grade, in California	32
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	33
27. Number of railroad crossings at grade Central Pacific Railroad at Tracy.	1
29. Number of railroad crossings under other railroads Pittsburg Railroad, 18½ feet in clear; Black Diamond Railroad, 19 feet in clear; Empire Railroad, 19 feet in clear.	3
36. Number of stations on all roads operated by this company	9
39. Miles of telegraph on line of road operated by this company	46½
41. Number of telegraph offices in company stations	7

TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	April 1, 1878	April 1, 1908	Gold	Gold	6	April and Oct.

Authorized Amount.	Total Issued, December 31, 1883.	Accrued Interest during year.	Amount of Bonds Outstanding December 31, 1883.
$3,750,000	$1,023,000	$61,380	$1,023,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.							
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.				
						Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Steel.	Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Tracy	Near Martinez	46.5180	46.5180	46.5180	46.5180	9.9716	(b) 9.9716	(c) 46.5180	56.4896
Total on whole road, December 31, 1883			46.5180	46.5180	46.5180	46.5180	9.9716	9.9716	46.5180	56.4896

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	19.9432	44.	877.5008	19.9432	44.	877.5008
Length of steel rail	93.0360	39.2857	3,654.9844	93.0360	39.2857	3,654.9844

State of California,
City and County of San Francisco. } ss.

Charles Crocker, Vice-President of the San Pablo and Tulare Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me this fifteenth day of May, 1884.

HOLLAND SMITH, Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Charles Crocker, President	San Francisco
Charles F. Crocker, Vice President	San Francisco
N. T. Smith, Treasurer	San Francisco
J. L. Willcutt, Secretary	Oakland
George E. Gray, Chief Engineer	San Francisco
A. C. Bassett, Superintendent	San Francisco
Jerome Madden, Land Agent	San Francisco
Timothy Hopkins	San Francisco
Charles Mayne	San Francisco
W. V. Huntington	San Francisco

Business Address of the Company.

Southern Pacific Railroad Company—N. E. Cor. Fourth and Townsend Streets, San Francisco

The Southern Pacific Railroad Company was incorporated and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
Southern Pacific R. R. Co.	Aug. 19, 1873	Southern Pacific R. R. Co.	Oct. 12, 1870	San Francisco and San José R. R. Co.	Aug. 18, 1860
Los Angeles and San Pedro R. R. Co.	Feb. 18, 1868.	Southern Pacific Branch R. R. Co.	Dec. 23, 1873.	Southern Pacific R. R. Co.	Dec. 2, 1865
				Santa Clara and Pajaro Val. R. R. Co.	Jan. 2, 1868
				Cal. Southern R. R. Co.	Jan. 22, 1870

Capital Stock.

1. Capital stock authorized by charter	$90,000,000 00
3. Capital stock issued [number of shares, 437,522]; amount paid in	43,752,200 00
4. Capital stock paid in on shares not issued [number of shares, 16,450]	286,900 00
5. Total amount paid in, as per books of the company	44,039,100 00
7. Amount per share still due thereon { $80 per share on 12,240 shares; $90 per share on 4,210 shares }	82 55
8. Par value of shares issued	100 00
9. Total number of stockholders	37
10. Number of stockholders in California	31
11. Amount of stock held in California	38,221,150 00

Debt.

12. Funded debt as follows:	
Bonds	$33,650,000 00
Interest paid on same during year	1,945,320 00
13. Total amount of funded debt	$33,650,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	$19,785 00
All other debts, current credit balances, etc.	697,399 24
Sinking fund	206,000 00
15. Total amount of unfunded debt	923,184 24
16. Total gross debt liabilities	$34,573,184 24
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	$400,545 16
Material and supplies on hand	108,947 91
Other securities and debt balances	1,100,855 65
18. Total net debt liabilities	$32,962,835 52

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	Estimated	$74,509,408 42
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations and water stations	Estimated	760,502 43
6. Engine houses and car sheds	Estimated	121,380 22
7. Machine shops, including machinery and tools	Estimated	142,119 16
9. Engineering	Included in contract for construction of road.	
Agencies, salaries, and other expenses during construction		
11. Total cost of construction		$75,533,410 23

Equipment.

	Number.	Estimated Cost.
12. Locomotives	72	$1,109,748 56
14. Parlor cars	2	15,216 81
16. Passenger cars	96	408,175 75
Mail cars	6	26,038 52
Baggage cars	12	35,762 32
17. Freight cars	1,647	1,451,413 67
Other cars	353	87,021 62
18. Total for equipment		$3,133,377 25

Property Purchased and on Hand not Included in the Foregoing Accounts.

27. Whole amount of permanent investments		$78,666,787 48
28. Property in California	$78,666,787 48	
29. Amount of supplies and materials on hand		108,947 91
30. Cash and cash assets		1,501,400 81
31. Total property and assets of the company		$80,277,136 20

32. Sinking and Contingent Funds.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1883.			Received during year.	Applied during year.	On Hand Dec. 31, 1883.
Character.	Series.		Invested.	Applied.	On Hand to Cr. of Trustees.			
First Mortgage	A	Proceeds of sales of government lands.	$2,020,764 04	$1,898,599 46	$122,164 58	$329,249 45	$298,250 00	$122,164 58
First Mortgage	B							
First Mortgage	C	Sinking fund, one hundred thousand dollars yearly, commenced year 1882.	200,000 00	----------	200,000 00	100,000 00	----------	200,000 00
First Mortgage	D							
First Mortgage	E							
First Mortgage	F							

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$5,943,142 67
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		125,646 86
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		21,564 06
7. Machine shops		3,203 27
9. Locomotives	[22]	491,937 03
11. Parlor cars		15 61
13. Passenger, mail, and baggage cars	[17]	65,871 57
14. Freight and other cars	[443]	361,676 67
18. Total		$7,013,026 52
20. Net addition to property account for the year		$7,013,026 52

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$585,022 97
2. Derived from passengers from and to other roads, over roads operated by this company	13,612 70
5. Derived from express and extra baggage	17,893 80
6. Derived from mails	13,571 76
7. Total earnings from passenger department	$630,100 51
8. Derived from local freight on roads operated by this company	$624,668 77
12. Total earnings from freight department	624,668 77
13. Derived from rent for use of road and equipment when leased	1,958,197 04
14. Total transportation earnings	1,254,769 28
15. Earnings per mile of road operated — $197\frac{51}{100}$ miles	6,352 94
16. Earnings per train mile (total mixed passenger and freight) — 512.237 miles	2 45
17. Income derived from rent of property, other than road and equipment	10,777 21
Storage	5,391 93
Miscellaneous	8,574 47
Telegraph	3,000 00
19. Total income derived from all sources	$3,240,709 93

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$46,666 63
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	52,088 78
Expense of superintendents	5,716 52
Station service	31,893 37
Train service	82,726 54
Office expense	40,609 98
Stationery and printing	9,040 61
Advertising	9,419 80
Repair of tools	4,389 58
Miscellaneous expense	758 64
Locomotive service	60,578 39
5. Total	$343,888 84
6. Proportion belonging to passenger department—$50\frac{22}{100}$ per cent	$172,700 98
7. Proportion belonging to freight department—$49\frac{78}{100}$ per cent	171,187 86

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$110,783 00
2. Iron rails laid, deducting old rails taken up	
3. Steel rails laid. Number of miles, 71.56; weight per yard, 50 pounds	77,051 75
4. New ties	

5. Repairs of bridges		$12,040 54
6. Repairs of buildings and fixtures (stations and turntables)		11,510 96
8. Repairs of fences, road crossings, and signs		4,677 86
10. Repairs of locomotives		32,556 42
14. Fuel for engines and cars:		
Number of cords of wood, 1,224⅜; cost	$6,121 86	
Number of tons of coal, 14,399; cost	101,271 06	
		107,392 92
15. Water and water stations		6,699 29
17. Oil and waste		4,076 93
19. Total		$366,789 68
20. Proportion of same to passenger department—$50\frac{22}{100}$ per cent		$184,201 78
21. Proportion of same to freight department—$49\frac{78}{100}$ per cent		182,587 90

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$27,243 48
3. Damages and gratuities, passengers	412 73
4. Salaries, wages, and incidentals of passenger trains:	
Salaries, wages, and incidentals of ferries (mail service)	752 50
5. Salaries, wages, and incidentals of passenger stations	13,034 37
8. Total	$41,443 08

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$22,921 61
3. Damages and gratuities, freight	926 00
5. Salaries, wages, and incidentals of freight stations	38,308 82
8. Total	$62,156 43

9. Total expenses of operating the road embraced in Classes I, II, III, and IV and No. 12	$834,678 03
10. Per train mile (total passenger and freight) and mixed, 512,237 miles—$1 63	
11. Percentage of expenses to total transportation earnings $66\frac{52}{100}$	
12. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed:	
Monterey Railroad $15\frac{12}{100}$ for years—Passenger, $50\frac{22}{100}$ per cent; freight, $49\frac{78}{100}$ per cent	20,400 00
Taxes, Southern Division, leased road	202,262 97
General accounts, embracing salaries of general officers, general expenses, office, etc., Southern Division, leased road	62,770 54
13. Total expenses	$1,099,711 54

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$2,140,998 39
4. Interest during the year:		
On funded debt	$1,945,320 00	
On other debt	32,303 79	
Total		1,977,623 79
7. Balance for the year, or surplus		$163,374 60
8. Surplus at commencement of the year	$1,257,832 09	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	343,645 27	
9. Surplus at commencement of year, as changed by aforesaid entries		1,601,477 36
10. Total surplus December 31, 1883		$1,764,851 96
11. Paid to sinking funds, in hands of Trustees		100,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$630,100 51
2. Per passenger train mile, including one half mixed (346,681 miles)	1 82
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	172,700 98
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	184,201 78

5. Expenses, "Passenger Traffic," as per Class III, No. 8	$41,443 08
$50\frac{22}{100}$ per cent of amount of Monterey Railroad	10,244 88
6. Total expenses	408,590 72
7. Per passenger train mile	1 18
8. Net earnings	221,509 79
9. Per passenger train mile	64

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$624,668 77
2. Per freight train mile, including one half mixed (165,656 miles)	3 77
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	171,187 86
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	182,587 90
5. Expenses, "Freight Traffic," as per Class IV, No. 8	62,156 43
$49\frac{38}{100}$ per cent of amount of Monterey Railroad	10,155 12
6. Total expenses	426,087 31
7. Per freight train mile	2 57
8. Net earnings	198,581 46
9. Per freight train mile	1 20

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$75,533,410 28
Cost of equipment	3,133,377 25
Supplies and materials on hand	108,947 91
Cash, cash assets, and other items:	
Cash	400,545 16
Current accounts	1,062,202 01
Other accounts	38,653 64
Total	$80,277,136 20

Credits.

Capital stock	$44,039,100 00
Funded debt	33,650,000 00
Other debts:	
Trustees of mortgage	122,164 58
Sinking fund	206,000 00
Due for interest coupons	19,785 00
Current account	575,234 66
Profit and loss (profit)	1,664,851 96
Total	$80,277,136 20

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
To operating expenses	$658,870 87	
To renewal of track	64,441 26	
To general expense	82,210 92	
To legal expense	29,254 26	
To interest	32,303 79	
To interest on bonds	1,945,320 00	
To sinking fund	100,000 00	
To other accounts	14,455 49	
To balance	1,664,851 96	
To taxes	248,929 60	
To street assessments	1,544 14	
By balance December 31, 1882		$1,257,832 09
Road earnings		3,240,709 93
Road earnings—amount of contract with Wells, Fargo & Co.		43,645 27
Trustees first mortgage bonds		298,250 00
Premium and discount on bonds and stock		1,750 00
	$4,842,187 29	$4,842,187 29
By balance brought down		$1,664,851 96

Description of Road.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863
From Menlo Park to San José	January 16, 1864
From San José to Perry's	January 11, 1869
From Perry's to Gilroy	March 13, 1869
From Gilroy to Pajaro	Nov. 27, 1871
From Pajaro to Salinas	Nov. 1, 1872
From Salinas to Soledad	August 12, 1873
From Carnadero to Hollister	July 31, 1870
From Hollister to Tres Pinos	August 12, 1873
From Goshen to Huron	February 1, 1877
From Goshen to Tripton	July 25, 1872
From Tripton to Delano	July 14, 1873
From Delano to ten miles south of Lerdo	August 1, 1874
From ten miles south of Lerdo to Sumner	October 26, 1874
From Sumner to Caliente	April 26, 1875
From Caliente to Keene's	May 26, 1876
From Keene's to Mojave	August 9, 1876
From Mojave to Tunnel	Sept. 6, 1876
From Tunnel to San Fernando	January 1, 1876
From San Fernando to Los Angeles	April 15, 1874
From Los Angeles to Spadra	April 15, 1874
From Spadra to Colton	July 16, 1875
From Colton to Indio	May 29, 1876
From Indio to Dos Palmas	March 8, 1876
From Dos Palmas to Pilot Knob	April 29, 1877
From Pilot Knob to Colorado River	May 23, 1877
From Los Angeles to Wilmington	October 26, 1869
From Mojave to Calico	Nov. 13, 1882
From Calico to Amboy	Feb. 12, 1883
From Amboy to Goffs	March 19, 1883
From Goffs to Needles	July 1, 1883
From Needles to Junction with Atlantic and Pacific Railroad Co.	August 9, 1883

2. Length of main line of road from San Francisco to Colorado River	956.61 miles
Length of main line in California	956.61 miles
10. Total length of road belonging to this company	956.61 miles
11. Aggregate length of siding and other tracks not enumerated above	108.13 miles
12. Same in California	108.13 miles
13. Aggregate length of track belonging to this company computed as single track	1,064.74 miles
14. Same in California	1,064.74 miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds)	1,300.22 miles
Weight per yard, 56 pounds	113.60 miles
Weight per yard, 60 pounds	144.84 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	55
18. Number of wooden bridges (aggregate length, 3,737 feet), in California	23
19. Number of crossings of highways at grade, in California	395
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	3
22. Number of highway bridges less than eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	395
27. Number of railroad crossings at grade	2

South Pacific Coast Railroad at Santa Clara.
California Southern Railroad at Colton.

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

30. *Names, description, and length of each.*

Name of Company.	Termini. From—	Termini. To—	Length (Miles).
Monterey Railroad Company	Castroville	Monterey	15.4

Date of Lease. From—	Date of Lease. To—	Amount of Rental.
January 1, 1880	60 days' notice	$1,700 per month

31. Total length of above roads	15.12
32. Total length of above roads in California	15.12
34. Total miles of road operated by this company	176.01
35. Total miles of road operated by this company in California	176.01
36. Number of stations on all roads operated by this company	64
37. Number of stations on all roads owned by this company	156
38. Same in California	156
39. Miles of telegraph on line of road operated by this company	176.01
40. Miles of telegraph owned by this company	176.01
41. Number of telegraph offices in company stations	65
42. Number of telegraph stations operated by this company	27
43. Number of telegraph stations operated jointly by railroad and telegraph companies	27

Rolling Stock.

	No.	Average Weight.
1. Locomotives	72	
Average weight of engines in working order		48.2
Maximum weight of engines in working order [62]		
2. Tenders	72	
Average weight of tenders full of fuel and water		29.5
Maximum weight of tenders full of fuel and water [31.2]		
Average joint weight of engines and tenders		77.7
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [48 1/12 feet]		
4. Total length of heaviest engine and tender over all [61 6/12 feet]		
6. Passenger cars	98	
Average weight		18.2
7. Mail and baggage cars	18	15.7
8. Eight-wheel box freight cars	1,305	9.8
10. Eight-wheel platform cars	342	8.
12. Other cars	353	2.2

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	1,647
15. Number of locomotives equipped with train brakes	28
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	121
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	114

Mileage, Traffic, Etc.

1. Miles run by passenger trains		299,130
4. Miles run by freight trains		118,205
7. Miles run by other trains, and for what purpose:		
Mixed freight and passenger trains		94,902
Gravel trains		2,037
Pay trains		3,880
8. Total train miles run		518,154
9. Total number of passengers carried		604,077
Number of through passengers going north		None
Number of through passengers going south		None
Number of local passengers going north		299,909⅓
Number of local passengers going south		304,167½
10. Total passenger mileage, or passengers carried one mile		22,592,051
11. Passenger mileage to and from other roads		676,545
Average number of miles traveled by each local passenger		$37\frac{40}{100}$
Average number of miles traveled by each through passenger		None
Average number of miles traveled by each passenger, through and local		$37\frac{40}{100}$
12. Number of tons freight carried (not including gravel):		
Number of tons freight from other States, carried		293,801
Number of tons of each class of freight, produced in this State, carried:		
Asphaltum	47	
Brick	7,372	
Charcoal	188	
Coal	26,609	
Fence posts	1,730	
Flour	9,936	
Fruit	4,925	
Grain	62,824	
Hay	18,700	
Lime	3,260	
Lumber	24,901	
Milk	3,745	
Pickets	1,550	
Quicksilver	1,423	
Shingles	1,980	
Stock	26,200	
Tanbark	250	
Vegetables	6,304	
Wood	7,250	
Wool	1,385	
Merchandise	83,222	
		293,801 tons
13. Total freight mileage, or tons carried one mile		18,228,184
15. Highest rate of fare per mile for any distance (excluding one mile)		10 cents maximum.
16. Lowest rate of fare per mile for any distance (single fare):		
Prior to August 19th		$2\frac{72}{100}$ cents
Since August 19th		$2\frac{17}{100}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company		$2\frac{70}{100}$ cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets		No ferry
18. Average rate of fare per mile received from passengers to and from other roads		$2\frac{96}{100}$ cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket		$0\frac{70}{100}$ cents
20. Average rate of fare per mile for all passengers		$2\frac{56}{100}$ cents
21. Highest rate of freight per ton per mile for any distance		15 cents
22. Lowest rate of freight per ton per mile for any distance		2 cents
23. Average rate of local freight per ton per mile on roads operated by this company		$3\frac{42}{100}$ cents
26. Average number of cars in passenger trains (including baggage cars)		$4\frac{79}{100}$
27. Average number of cars in freight trains—basis of eight-wheel		$18\frac{59}{100}$
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)		290.377
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)		460.469

30. Number of persons regularly employed by company, including officers	620
Average monthly pay of employés, other than officers	$64 25
Average daily pay of engine drivers	$3 50 to 4 25
Average monthly pay of passenger conductors	85 00 to 110 00
Average monthly pay of freight conductors	85 00 to 100 00
Average monthly pay of baggagemasters	75 00
Average monthly pay of brakemen, yardmen, flagmen, switchmen	65 00 to 100 00
Average pay of section men	$1 75 per day to $65 per month.
Average pay of mechanics in shops	20 to 45 cents per hour.
Average daily pay of laborers	$1 75 to $2 00

Relating to Passengers.

1. Total season ticket passengers (round trip)	77,300
2. Passengers to San Francisco (including season)	225.288½
3. Passengers from San Francisco (including season)	225.538½
4. Season ticket passengers to and from San Francisco (one round trip daily)	77,300

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employés	--------	2	1	2	--------	--------
Others	--------	--------	1	7	--------	--------
Totals	--------	2	2	9	2	11

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Principal and Interest.	Interest.		Authorized Amount.	Total Issued December 31, 1883.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1883.
					Rate.	Payable.			During year.	Overdue.	
First mortgage	A	April 1, 1875	April 1, 1905	Gold	6	Oct. 1 and April 1	$15,000,000	$15,000,000	$843,060	$19,785	$14,013,000
First mortgage	B	Oct. 1, 1875	Oct. 1, 1905	Gold	6	Oct. 1 and April 1	5,000,000	5,000,000	298,800		4,980,000
First mortgage	C	Oct. 1, 1876	Oct. 1, 1906	Gold	6	Oct. 1 and April 1	5,000,000	5,000,000	280,140		4,667,000
First mortgage	D	Oct. 1, 1876	Oct. 1, 1906	Gold	6	Oct. 1 and April 1	5,000,000	5,000,000	286,080		4,759,000
First mortgage	E	April 1, 1882	April 1, 1912	Gold	6	Oct. 1 and April 1	5,000,000	5,000,000	221,460		4,649,000
First mortgage	F	April 1, 1882	April 1, 1912	Gold	6	Oct. 1 and April 1	5,000,000	582,000	15,780		582,000

Character of.	Series	Bonds Issued during year, ending December 31, 1883.		Bonds Redeemed during year, ending December 31, 1883.		
		Amount of Bonds.	Amount Realized.	Amount.	Cost.	Discount or Premium.
First mortgage	A			$38,000 00	$37,620 00	$380 00
First mortgage	B					
First mortgage	C			2,000 00	1,980 00	20 00
First mortgage	D			9,000 00	8,910 00	90 00
First mortgage	E	$2 ,480,000 00	$2,480,000 00	251,000 00	249,740 00	1,260 00
First mortgage	F	582,000 00	582,000 00			

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
												(b)	(c)	
Northern Division	San Francisco	Tres Pinos & Soledad	57.11	103.78	57.11	103.78	160.89	57.11	103.78	30.87	0.37	87.98	104.15	192.13
Goshen Division	Huron	Goshen	------	40.00	------	40.00	40.00	------	40.00	0.63	1.61	0.63	41.61	42.24
Tulare Division	Goshen	Mojave	42.03	99.63	42.03	99.63	141.66	42.03	99.63	14.27	4.42	56.30	104.05	160.35
Colorado Division	Mojave	The Needles	------	242.51	------	242.51	242.51	------	242.51	17.76	------	17.76	242.51	260.27
Los Angeles Division	Mojave	Los Angeles	15.58	83.54	15.58	83.54	99.12	15.58	83.54	14.48	3.35	20.06	86.89	106.95
Yuma Division	Los Angeles	Colorado River	58.87	188.91	58.57	188.91	247.78	58.87	188.91	17.54	5.13	76.41	194.04	270.45
Wilmington Division	Los Angeles	San Pedro	19.43	5.22	19.43	5.22	24.65	19.43	5.22	6.84	0.86	26.27	6.08	32.35
Total on whole road, December 31, 1883			193.02	763.59	193.02	763.59	956.61	193.02	763.59	92.39	15.74	285.41	779.33	1,064.74
Total constructed during year			------	------	------	------	------	------	------	22.71	0.43	22.71	0.43	23.14
Total within the State constructed during year			------	------	------	------	------	------	------	22.71	0.43	22.71	0.43	23.14

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883—Within State.			December 31, 1883—Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	570.82	44	25,116.08	570.82	44	25,116.08
Length of steel rail	1,300.22	$39\frac{2}{7}$	51,080.08	1,300.22	$39\frac{2}{7}$	51,080.08
Total length of iron rail laid during the year	113.60	44	4,998.40	113.60	44	4,998.40
Total length of steel rail laid during the year	144.84	$47\frac{1}{7}$	6,828.17	144.84	$47\frac{1}{7}$	6,828.17
Total length of iron rail replaced by steel rail during the year	45.42	44	1,998.48	45.42	44	1,998.48
	276.86	$39\frac{2}{7}$	10,876.64	276.86	$39\frac{2}{7}$	10,876.64
	57.18	44	2,515.92	57.18	44	2,515.92
	48.08	$47\frac{1}{7}$	2,266.63	48.08	$47\frac{1}{7}$	2,266.63
	136.24	44	5,994.56	136.24	44	5,994.56

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Government.	Net Total.	Per Acre.	Total.
Southern Pacific	12,800	942	12,057,600	1,518,933	10,538,667	$2 50	$26,346,667 50

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Assessed Value.
State of California	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements	$131,065 00
City of Los Angeles	Fifteen acres in City of Los Angeles	7,500 00

NOTE.—Right of way included in contract for construction of road.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Lands, total December 31, 1882	557,669.83½	$4.423	$2,466,562 17	$391,111 18	$2,859,585 10
Timber and stumpage to December 31, 1883			2,544 25		2,544 25
Total to December 31, 1883	639,987.45	4.396	2,816,035 83	480,631 18	3,296,667 01
During the year, ending December 31, 1883	82,317.61½	4.224	346,929 41	89,520 00	436,449 41

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1883	$1,287,950 99	$19,710 36	$1,307,661 35	$1,559,843 22	$460,920 82	$2,020,764 04
To December 31, 1882	1,187,334 63	12,439 74	1,199,774 37	1,312,843 15	378,671 44	1,691,514 59
During year, ending December 31, 1883	100,616 36	7,270 62	107,886 98	247,000 07	82,249 38	329,249 45

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Coin.	Net Coin Receipts.
To December 31, 1883	$2,020,764 04	$2,020,764 04
During year	329,249 45	329,249 45

Application of Amount Placed in Hands of Trustees for Redemption of Bonds. (*To be Stated in Coin.*)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1883	2,278	$193,200 00	$1,898,599 46	$2,020,764 04	$122,164 58	$33,400 54
During year	300	300,000 00	298,250 00	329,249 45	30,999 45	1,750 00
Total	2,278	$193,200 00	$1,898,599 46	$2,020,764 04	$122,164 58	$33,400 54
Total net receipts, as above stated				$2,020,764 04		

Patents received to December 31, 1883—number of acres	1,192,785.24
Number of purchasers to December 31, 1883	3,000
Average number of acres sold to each	229.53

State of California,
County of San Francisco. } ss.

Charles Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHARLES CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of March, 1884.

CHARLES J. TORBERT, Notary Public.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

Names and Residences of Officers and Directors.

Leland Stanford, President	San Francisco
George Crocker, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
Charles F. Crocker	San Francisco
E. H. Miller	San Francisco

Business Address of the Company.

Northeast corner Fourth and Townsend Streets ..... San Francisco, California

The Stockton and Copperopolis Railroad Company was incorporated March 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad	October 11, 1865
Stockton and Visalia Railroad	December 16, 1869

Capital Stock.

1. Capital stock authorized by charter		$7,000,000 00
2. Capital stock authorized by votes of company		7,000,000 00
3. Capital stock issued [number of shares, 2,345]; amount paid in		234,500 00
5. Total amount paid in, as per books of the company		234,500 00
8. Par value of shares issued		100 00
9. Total number of stockholders	14	
10. Number of stockholders in California	12	
11. Amount of stock held in California		205,200 00

Debt.

12. Funded debt as follows:		
Bonds		$500,000 00
Interest paid on same during year	$25,000 00	
13. Total amount of funded debt		$500,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		$140,121 28
18. Total net debt liabilities		$640,121 28

Cost of Road, Equipment, and Property—Road and Branches.

11. Total cost of construction, including rolling stock	$733,879 61

Equipment.

2. Locomotives	3
6. Passenger cars	3
7. Freight cars	1
Other cars	45

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	$733,879 61
31. Total property and assets of the company	$733,879 61

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	$64,025 67
Less general expenses	6 10
	$64,019 57

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$64,091 57
2. Percentage of same to capital stock and net debt	$\frac{7\,32}{100}$	
3. Percentage of same to total property and assets	$\frac{8\,72}{100}$	
4. Interest accrued during the year:		
On funded debt	$25,000 00	
On other debts	7,931 05	
Total		32,931 05
7. Balance for the year, or surplus		31,088 52
8. Deficit at the commencement of the year	$171,830 19	
9. Deficit at commencement of the year, as changed by aforesaid entries		171,830 19
10. Total deficit December 31, 1883		140,741 67

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$733,879 61
Profit and loss (loss)	140,741 67
Total	$874,621 28

Credits.

Capital stock	$234,500 00
Funded debt	500,000 00
Other debts	140,121 28
Total	$874,621 28

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Rental		$64,025 67
General expenses	$6 10	
Interest	32,931 05	
Balance (profit)	31,088 52	
Totals	$64,025 67	$64,025 67

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Stockton to Milton and Oakdale	February, 1871
3. Length of line with track laid, if road is not completed	32.6596
5. Branches owned by the company	1
Peters to Milton, single track	11.9928
6. Total length of branches owned by the company	11.9928
7. Total length of branches owned by the company in California	11.9928
10. Total length of road belonging to this company	44.6524

11. Aggregate length of siding and other tracks not enumerated above	3.9246
13. Aggregate length of track belonging to this company computed as single track	48.5770
16. Number of spans of bridges of 25 feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 4,271 feet), in California	54
19. Number of crossings of highways at grade, in California	39
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	41
27. Number of railroad crossings at grade	1

Central Pacific Railroad, at Stockton.

ROLLING STOCK.

	Number.	Average Weight (Tons).	Market Value. (Estimated.)
1. Locomotives	3		
Average weight of engines in working order		48,233	
Maximum weight of engines in working order [60,000]			
2. Tenders	3		$24,000
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water [30,000]			
Average joint weight of engines and tenders		73,233	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [41.6 feet]			
4. Total length of heaviest engine and tender over all [49.8 feet]			
6. Passenger cars	3		14,000
Average weight		31,800	
Maximum weight [31,800]			
7. Mail and baggage cars	1	32,000	2,000
8. Eight-wheel box freight cars	4	18,000	3,200
10. Eight-wheel platform cars	41	13,500	28,700
13. Total market value			$71,900

14. Total number of freight cars, including coal, etc., on a basis of eight wheels 45

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	Jan. 1, 1875	Jan. 1, 1905	Gold	Gold

Interest.		Total Issued December 31, 1883.	Accrued Interest During Year.	Amount of Bonds Outstanding Dec. 31, 1883.
Rate.	Payable.			
5 per cent.	Jan. and July	$500,000 00	$25,000 00	$500,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.						
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.	Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron and Steel.
								(b)	
Main line within State	Stockton	Oakdale	32.6596	32.6596	32.6596	32.6596	3.4621	36.1217	36.1217
Main line within State	Peters	Milton	11.9928	11.9928	11.9928	11.9928	.4625	12.4553	12.4553
Total on whole road, December 31, 1883			44.6524	44.6524	44.6524	44.6524	3.9246	48.5770	48.5770
Total constructed during year							.5951	.5951	.5951
Total within the State constructed during year							.5951	.5951	.5951

The length of rail is double the length of single track, column (b) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	97.1540	39.2857	3,816.7629	97.1540	39.2857	3,816.7629
Total length of iron rail laid during the year	1.1902	39.2857	46.7578	1.1902	39.2857	46.7578
Total length of steel rail laid during the year						None
Total length of iron rail replaced by steel rail during the year						
Of the iron rail, the length of rerolled iron was						

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM COUNTIES, STATES, CORPORATIONS, OR INDIVIDUALS.

(No information has been furnished whereby any grants to the company could be entered on the books. The contract for building the road having stipulated that all grants should belong to the contractors as one of the considerations of construction.)

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

(Lands granted by United States as per Act of Congress, March 4, 1867, were restored to public domain by a further Act, approved June 15, 1874.)

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

George Crocker, Vice-President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

GEORGE CROCKER, Vice-President.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this twenty-second day of May, 1884.

J. F. KINGWELL, Notary Public.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President	Vacaville
Leland Stanford, Vice-President	San Francisco
Timothy Hopkins, Treasurer	San Francisco
W. V. Huntington, Secretary	San Francisco
A. M. Stevenson, General Superintendent	Vacaville
Charles Crocker	San Francisco
Charles F. Crocker	San Francisco

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets ..... San Francisco

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1877. Purchased Vaca Valley Railroad, not an incorporation.

CAPITAL STOCK.

1. Capital stock authorized by charter	$1,000,000 00
2. Capital stock authorized by votes of company	500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]	250,000 00
5. Total amount paid in, as per books of the company	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	7

DEBT.

14. Unfunded debt: Incurred for construction, equipment, or purchase of property; All other debts, current credit balances, etc.	$122,065 78
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	12,204 50
18. Total net debt liabilities	$109,861 28

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$174,904 30
2. Bridging	
3. Superstructure, including rails	
4. Land	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	

Equipment.

	Number.	To December 31, 1883. Cost.
13. Snow plows on wheels	2	$15,000 00
16. Passenger cars	2	8,000 00
17. Freight cars	15	10,000 00
18. Total for equipment	------	$33,000 00

Property Purchased and on Hand not Included in the Foregoing Accounts.

19. *Lands.*

Town lots in Madison and Winters (about)	$4,235 00
Purchase of Vaca Valley Railroad	250,000 00
26. Total for property purchased, etc.	250,000 00
27. Whole amount of permanent investments	212,199 30
30. Cash and cash assets	12,204 50
31. Total property and assets of the company	$474,403 80

Expenditures Charged to Property Account During the Year.

5. Woodsheds and water stations		$2,484 00
18. Total		$2,484 00
19. Property sold and credited to property account during the year:		
Lots in Madison	$340 00	
Lots in Winters	460 00	
		800 00
20. Net addition to property account for the year		$1,684 00

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$9,063 41
5. Derived from express	1,382 24
6. Derived from mails	1,285 49
7. Total earnings from passenger department	$11,731 14
8. Derived from local freight on roads operated by this company	$58,012 10
12. Total earnings from freight department	$58,012 10
14. Total transportation earnings	$69,743 24
15. Earnings per mile of road operated	$2,404 94
19. Total income derived from all sources	$69,743 24

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local		$4,558 47
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		2,658 31
Legal expense		283 00
3. Insurance premiums and losses by fire, and damages for fires set by engines		58 50
5. Total		$7,558 28
6. Proportion belonging to passenger department	$16\frac{82}{100}$ per cent	$1,271 30
7. Proportion belonging to freight department	$83\frac{18}{100}$ per cent	6,286 98

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		$16,526 07
2. Iron rails laid, deducting old rails taken up		
3. Steel rails laid, deducting old rails taken up		
4. New ties. (Number, —); cost		
5. Repairs of bridges		3,118 18
6. Repairs of buildings and fixtures (stations and turntables)		2,278 21
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs—Berryessa road	$214 17	
9. Grand expenses		1,995 10
10. Repairs of locomotives		1,254 39
14. Fuel for engines and cars:		
Number of cords of wood, —; cost		5,176 48
15. Water and water stations		979 63
16. Stationery and printing		293 61
17. Oil and waste		673 96
19. Total		$32,295 63
20. Proportion of same to passenger department, $16\frac{82}{100}$ per cent		$5,432 12
21. Proportion of same to freight department, $83\frac{18}{100}$ per cent		26,863 51

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars		$192 10
3. Damages and gratuities, passengers		283 85
8. Total		$475 95

Class IV—Freight traffic expenses.

1. Repairs of freight cars		$419 28
4. Salaries, wages, and incidentals of trains		5,009 61
5. Salaries, wages, and incidentals of stations		3,980 79
7. Amount paid other roads for balance of mileage of freight cars		2,768 40
Passenger proportion, at $16\frac{82}{100}$ per cent	$2,048 35	12,178 08
Freight proportion, at $83\frac{18}{100}$ per cent	10,129 73	
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$52,507 94
11. Percentage of expenses to total transportation earnings	$75\frac{29}{100}$ per cent	
13. Total expenses		$52,507 94

Net Income, Dividends, Etc.

1. Total net income		$17,235 30
2. Percentage of same to capital stock and net debt	$4\frac{8}{10}$	
3. Percentage of same to total property and assets	$3\frac{6}{10}$	
4. Interest accrued during the year:		
On other debt		11,271 89
8. Surplus at commencement of the year	$56,157 91	
9. Surplus at commencement of the year, as changed by aforesaid entries		56,157 91
10. Total surplus December 31, 1883		62,121 32

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$11,731 14
3. Expenses proportion of "General Traffic Expenses," as per Class I, No. 6	1,271 30
4. Expenses proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	5,432 12

5. Expenses, "Passenger Traffic," as per Class III, No. 8, $475 95; Class No. 4, $2,048 35	$2,524 30
6. Total expenses	9,227 72
8. Net earnings	2,503 42

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$58,012 10
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	6,286 98
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	26,863 51
5. Expenses, "Freight Traffic," as per Class IV, No. 8	10,129 73
6. Total expenses	43,280 22
8. Net earnings	14,731 88

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.		
Cost of road		$424,964 30
Cost of equipment		23,000 00
Cash, cash assets, and other items:		
Stockholders		250,000 00
Current expenses		12,204 50
Total		$720,168 80
Credits.		
Capital stock		$500,000 00
Other debts:		
Subsidies		21,808 50
Town of Madison	$12,112 35	
Town of Winters	2,060 85	
		14,173 20
Current accounts		122,065 78
Profit and loss (profit)		62,121 32
Total		$720,168 80

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Balance December 31, 1882		$56,157 91
Earnings		69,743 24
Operating expenses	$47,391 16	
General expenses	558 31	
Interest	11,271 89	
Taxes	4,558 47	
Balance to 1884	62,121 32	
Totals	$125,901 15	$125,901 15

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	January 25, 1869
From Elmira to Winters	August 26, 1875
From Elmira to Madison	May 1, 1877
2. Length of main line of road from Elmira to Madison	29 miles
11. Aggregate length of siding and other tracks, not enumerated above	2 miles
12. Same in California	2 miles
13. Aggregate length of track belonging to this company computed as single track	31 miles
14. Same in California	31 miles
16. Number of spans of bridges (of twenty-five feet and upwards) in California	4

18. Number of wooden bridges (aggregate length, 16 feet,) in California	18
19. Number of crossings of highways at grade, in California	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	30
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

Rolling Stock.

	Number	Average Weight. (Tons.)	Market Value.
1. Locomotives—used up, useless	2	20 and 28	$4,500 00
2. Tenders	2		
6. Passenger cars	1		2,500 00
7. Baggage cars	1		1,000 00
8. Eight-wheel box freight cars	5		2,000 00
10. Eight-wheel platform cars	10		3,000 00
12. Other cars	8		500 00
13. Total market value			$13,500 00

15. Number of locomotives equipped with train brakes	2
Kind of brake: Hand.	
16. Number of cars equipped with train brakes	17
Kind of brake: Hand.	
17. Number of passenger cars with Miller platform and buffer	None

Mileage, Traffic, Etc.

1. Miles run by passenger trains	120 miles daily
2. Rate of speed of express passenger trains, including stops	15 miles
3. Rate of speed of accommodation trains, including stops	15 miles
4. Miles run by freight trains	120 miles daily
5. Rate of speed of express freight trains, including stops	15 miles
6. Rate of speed of accommodation freight trains, including stops	15 miles
16. Lowest rate of fare per mile for any distance (single fare)	5 cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	About 7 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	6 cents
18. Average rate of fare per mile received from passengers to and from other roads	20 cents
22. Lowest rate of freight per ton per mile for any distance	4½ cents
23. Average rate of local freight per ton per mile on roads operated by this company	7 cents
24. Average rate of freight per ton per mile to and from other roads	7 cents
25. Average rate of freight per ton per mile for all	7 cents
30. Number of persons regularly employed by company, including officers, about	30
Average monthly pay of employés, other than officers	$65 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	65 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average monthly pay of section men	50 00
Average monthly pay of laborers	50 00

LIST OF ACCIDENTS IN CALIFORNIA.

From their own misconduct or carelessness—in California:
Employés ..... 1 injured

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.				
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State	Elmira	Madison	29	29	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash and notes by individuals in 1878	$23,157 50	$21,808 50

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Director of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two pages, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

CHAS. F. CROCKER, Director.
W. V. HUNTINGTON, Secretary.

Subscribed and sworn to before me, this twenty-second day of May, 1884.

J. F. KINGSWELL, Notary Public.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President ..... Visalia
E. Jacob, Vice-President ..... Visalia
John Cutler, Treasurer ..... Visalia
Solomon Sweet, Secretary ..... Visalia
C. Burrel ..... Visalia

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County ..... California

The Visalia Railroad Company was incorporated May 21, 1874.

Capital Stock.

1. Capital stock authorized by charter	$100,000 00
2. Capital stock authorized by votes of company	100,000 00
3. Capital stock issued (number of shares, 1,000); amount paid in	82,025 00
8. Par value of shares issued	100 00
9. Total number of stockholders	85
10. Number of stockholders in California	85
11. Amount of stock held in California	All

Cost of Road, Equipment, and Property—Road and Branches.

11. Total cost of construction	$81,916 24

Property Purchased and on Hand not Included in the Foregoing Accounts.

19. *Lands.*

Depot, and land on which situated, in Visalia, Tulare County, California	$3,000 00

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$5,416 62
4. Derived from other sources belonging to passenger department	301 16
5. Derived from express and extra baggage	634 55
6. Derived from mails	166 10
7. Total earnings from passenger department	$6,518 43
8. Derived from local freight on roads operated by this company	$9,757 01
12. Total earnings from passenger department	9,757 01
14. Total transportation earnings	16,275 44

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$410 85
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	8,191 37
3. Insurance premiums and losses by fire, and damages for fires set by engines	73 15
5. Total	$8,675 07

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$220 41
6. Repairs of buildings and fixtures (stations and turntables)	735 96
10. Repairs of locomotives	362 79
14. Fuel for engines and cars: Number of cords of wood, 197⅞; cost, $3	691 52
17. Oil and waste	232 53
19. Total	$2,243 21

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	$118 19
6. Paid corporations or individuals not operating roads for use of freight cars	879 00
13. Total expenses	$997 19

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$81,916 20
Cost of equipment	26,700 00
Other investments	3,000 00
Supplies and materials on hand	7,588 44
Cash, cash assets, and other items	4,497 15
Total	$123,701 79

Credits.

Capital stock	$82,025 00
Profit and loss (profit)	41,676 79
Total	$123,701 79

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use	September, 1874
2. Length of main line of road from Visalia to Goshen	7⅓
Length of main line in California	7⅓
10. Total length of road belonging to this company	7⅓
11. Aggregate length of siding and other tracks not enumerated above	1
12. Same in California	1
13. Aggregate length of track belonging to this company computed as single track	8⅓
14. Same in California	8⅓

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	2	15 tons.	$7,500 00
6. Passenger cars	1	6 tons.	4,500 00
7. Mail and baggage cars	1	3 tons.	1,500 00
13. Total market value			$13,500 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	29⅓ daily
2. Rate of speed of express passenger trains, including stops	20 miles
8. Total train miles run	29⅓ daily
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	10 cents
21. Highest rate of freight per ton per mile for any distance	68 2/11 cents
22. Lowest rate of freight per ton per mile for any distance	2 cents
23. Average rate of local freight per ton per mile on roads operated by this company	41 cents
26. Average number of cars in passenger trains (including baggage cars)	1
27. Average number of cars in freight trains—basis of eight-wheel	1
30. Number of persons regularly employed by company, including officers	6

STATE OF CALIFORNIA, County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and S. Sweet, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-two sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

R. E. HYDE, President.
S. SWEET, Secretary.

Subscribed and sworn to before me, this twelfth day of April, 1884.

JULIUS LEVY, Notary Public.

NARROW GAUGE ROADS.

NARROW GAUGE ROADS.

BODIE AND BENTON RAILWAY AND COMMERCIAL COMPANY.

Names and Residences of Officers and Directors.

R. N. Graves, President	San Francisco
A. J. Ralston, Vice-President	San Francisco
William Willis, Secretary and Treasurer	San Francisco
W. S. Wood, Attorney	San Francisco
Thomas Holtz, Superintendent	Bodie, Mono County
Thomas Menzies	San Francisco
J. B. Low	San Francisco
H. M. Yerington	Carson City, Nevada

Business Address of the Company.

Room No. 29, Nevada Block, No. 309 Montgomery Street ..... San Francisco, California

The Bodie and Benton Railway and Commercial Company was incorporated January 24, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Bodie Railway and Lumber Company	February 19, 1881

Capital Stock.

1. Capital stock authorized by charter		$2,000,000 00
2. Capital stock authorized by votes of company		2,000,000 00
3. Capital stock issued [number of shares]; amount paid in		12,000 00
5. Total amount paid in, as per books of the company		12,000 00
6. Amount of capital stock issued but not full paid		200,000 00
7. Amount per share still due thereon		100 00
8. Par value of shares issued		100 00
9. Total number of stockholders	11	
10. Number of stockholders in California	10	
11. Amount of stock held in California		199,040 00

Debt.

12. Funded debt as follows:		
Bonds ($300,000 at 10 per cent, and $350,000 at 8 per cent per year)		$650,000 00
Interest paid on same during year	$68,000 00	
13. Total amount of funded debt		$650,000 00

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	$39,930 94
Materials and supplies on hand:	
Repairs stock	903 52
4,481 bushels charcoal	896 20

1,060,000 feet lumber, at $35	$37,100 00
6,560 cords wood, at $10	65,600 00
250 edgings, at $1	250 00
	$144,680 66
18. Total net debt liabilities	505,319 34

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	$81,933 68
2. Bridging	3,720 09
3. Superstructure, including rails	310,810 96
4. Land:	
Land damages	1,543 25
6. Engine houses, car sheds, and turntables	16,748 74
7. Machine shops, including machinery and tools	14,036 14
9. Engineering	13,121 87
Agencies, salaries, and other expenses during construction	16,474 42
Legal and other expenses	9,291 39
11. Total cost of construction	$467,680 54

Equipment.

	No.	Cost.
12. Locomotives	4	$41,129 90
13. Snow plows on wheels	1	285 00
17. Freight cars	52	39,975 70
18. Total for equipment	------	$81,390 60

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Timber lands used in connection with mill	$26,178 29
Township 1 south, 27 east	All in Mono Co., California.
Township 2 south, 27 east	
Township 3 south, 27 east	
Township 1 south, 28 east	

23. *Steamboat Property.*

	Nominal Amount.	Price Paid.
Steamer Rocket	$500 00	$3,500 00
One barge	50 00	250 00

24. *Investments in transportation lines.*

Steamboats and barges	$4,000 00

25. *Other property purchased.*

Sawmill	$31,649 83
Telephone line	2,998 10
29. Amount of supplies and materials on hand (repair stock)	903 52

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Laud	$40 00

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	None
2. Derived from passengers from and to other roads, over roads operated by this company	None
3. Derived from other roads as tolls for use of passenger cars	None
4. Derived from other sources belonging to passenger department	None
5. Derived from express and extra baggage	None
6. Derived from mails	None
8. Derived from local freight on roads operated by this company	$1,160 98
14. Total transportation earnings	$1,160 98
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Charcoal	$5,208 63
Wood	181,989 62
Lumber	124,183 72
Miscellaneous	4,389 24
Bills receivable	7,489 03
	$324,421 22
Less amount collected on account of 1882	53,026 05
19. Total income derived from all sources	$271,395 17

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$6,224 48
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	5,611 72
3. Insurance premiums	1,200 00
4. Telegraph expenses	311 59
5. Total	$13,347 79

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$5,165 24
5. Repairs of bridges	53 03
6. Repairs of buildings and fixtures (stations and turntables)	787 34
7. Tools and machinery	423 19
10. Repairs of locomotives	4,931 28
14. Fuel for engines and cars: Number of cords of wood, 1,153; cost	1,070 05
15. Water and water stations	1,749 33
17. Oil and waste	578 05
18. Station expenses	1,198 50
19. Total	$15,956 01

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$1,346 99
4. Salaries, wages, and incidentals of freight trains	6,787 60
Teaming	1,317 68
6. Paid corporations or individuals not operating roads for use of freight cars:	
Paid for manufacturing wood	39,727 58
Paid for manufacturing lumber	19,111 39
7. Amount paid for delivering wood and lumber	12,839 05
Paid for manufacturing charcoal	2,343 93
8. Total	$83,474 22
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$112,778 02

Net Income, Dividends, Etc.

1. Total net income	$158,617 15
4. Interest accrued during the year:	
On funded debt	68,000 00
On other debt	None
5. Dividends declared for the year	None
7. Balance for the year (surplus)	$158,617 15

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12		$271,395 17
2. Per freight train mile	$11 50	
6. Total expenses		112,778 02
7. Per freight train mile	4 80	
8. Net earnings		$158,617 15
9. Per freight train mile	6 72	

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$467,680 54
Cost of equipment	81,390 60
Other investments	Sawmill
Supplies and materials on hand	104,749 72
Bills receivable	7,489 03
Cash	39,930 94

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Bodie to Mono Mills	Nov. 15, 1881
From Bodie to Woodyard	January 1, 1882
From Bodie to Standard Mill	June 15, 1882
2. Length of main line of road from Bodie to Mono Mill	32 miles
6. Total length of branches owned by the company	4 miles
7. Total length of branches owned by the company in California	4 miles
10. Total length of road belonging to this company	36 miles
13. Aggregate length of track belonging to this company computed as single track	37 miles
14. Same in California	37 miles
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 30 to 40 pounds)	15½ miles
16. Number of spans of bridges of twenty-five feet and upwards, in California (trestle)	5
17. Number of iron bridges in California	None
Number of iron bridges outside State	None
18. Number of wooden bridges (aggregate length, 955 feet), in California	5
19. Number of crossings of highways at grade in California	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5
34. Total miles of road operated by this company	36
35. Total miles of road operated by this company in California	36
36. Number of stations on all roads operated by this company	4
37. Number of stations on all roads owned by this company	4
38. Same in California	4
39. Miles of telegraph on line of road operated by this company	30
40. Miles of telegraph owned by this company	30
41. Number of telegraph offices in company stations	4
42. Number of telegraph stations operated by this company	4
43. Number of telegraph stations operated jointly by railroad and telegraph companies	None

Rolling Stock.

	No.	Average Weight (Pounds).
1. Locomotives	4	----------
Average weight of engines in working order	------	62,500
Maximum weight of engines in working order [75,000]		
2. Tenders	3	----------
Average weight of tenders full of fuel and water	------	24,375
Maximum weight of tenders full of fuel and water [36,000]		
Average joint weight of engines and tenders	------	86,875
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [30 to 42 feet]		
4. Total length of heaviest engine and tender over all [40 feet]		
5. Snow plows	1	3,000
8. Eight-wheel box freight cars	1	----------
10. Eight-wheel platform cars	51	----------
11. Four-wheel platform cars	6	----------
12. Other cars (hand and push cars)	8	----------

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	52

Mileage, Traffic, Etc.

4. Miles run by freight trains	27,617
5. Rate of speed of express freight trains, including stops	12 miles
6. Rate of speed of accommodation freight trains, including stops	12 miles
7. Miles run by other trains, and for what purpose:	
Construction	1,000
8. Total train miles run	28,617
9. Total number of passengers carried	Unknown
12. Number of tons freight carried (not including gravel)	23,580
Number of tons freight in this State, carried	23,580
Number of tons freight produced in this State, carried	23,580
13. Total freight mileage, or tons carried one mile	778,140
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	15 cents
23. Average rate of local freight per ton per mile on roads operated by this company	15 cents
25. Average rate of freight per ton per mile for all:	
Average rate of freight per ton per mile, products of this State	15 cents
27. Average number of cars in freight trains—basis of eight-wheel	8
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	73 tons
30. Number of persons regularly employed by company, including officers	45
Average monthly pay of employés, other than officers	$110 00
Average monthly pay of engine drivers	137 50
Average monthly pay of freight conductors	150 00
Average monthly pay of brakemen, flagmen, and switchmen	112 50
Average monthly pay of section men	80 00
Average monthly pay of mechanics in shops	175 00
Average monthly pay of laborers	75 00

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

No accident has ever happened to any person connected with this road.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, length within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.							
			Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.			
							Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Bodie	Mono	21.00	15.00	20.00	15.00	1.00	(b) 42.00	(c) 30.00	74.00
Total on whole road, December 31, 1883			21.00	15.00	------	------	------	------	------	------
Total constructed during year			None	None	------	------	------	------	------	------
Total within the State constructed during year			None	None	------	------	------	------	------	------

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	42	27½	1,155	42	27½	1,155
Length of steel rail	30	27½	825	30	27½	825

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By whom donated ..... U. S. Government
Description of property ..... Right of way 200 feet wide.
Estimated value ..... No value
Proceeds, if sold ..... None

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Robert N. Graves, President of the Bodie and Benton Railway and Commercial Company during the year 1883, and John Willis, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

R. N. GRAVES.
JOHN WILLIS.

Subscribed and sworn to before me, this eleventh day of March, 1884.

HOLLAND SMITH, Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

Names and Residences of Officers and Directors.

John C. Coleman, President	Grass Valley
Edward Coleman, Vice-President	Grass Valley
Colman Glassan, Treasurer	Grass Valley
George Fletcher, Secretary	Grass Valley
John F. Kidder, General Superintendent	Grass Valley
James M. Lakeman	Grass Valley
George D. McLean	Grass Valley
M. L. Marsh	Nevada City
Niles Searls	Nevada City
R. M. Hunt	Nevada City

Business Address of the Company.

Grass Valley, Nevada County, California

The Nevada County Narrow Gauge Railroad Company was incorporated April 4, 1874.

Capital Stock.

1. Capital stock authorized by charter		$400,000 00
2. Capital stock authorized by votes of company		400,000 00
3. Capital stock issued [number of shares, 2,422]; amount paid in		242,200 00
4. Capital stock paid in on shares not issued [number of shares, 18]		650 00
5. Total amount paid in, as per books of the company		242,850 00
6. Amount of capital stock issued but not full paid		None
7. Amount per share still due thereon		None
8. Par value of shares issued		100 00
9. Total number of stockholders	134	
10. Number of stockholders in California	134	
11. Amount of stock held in California		242,200 00

Debt.

12. Funded debt as follows:		
Bonds		$260,000 00
Interest paid on same during year	$20,800 00	
13. Total amount of funded debt		$260,000 00
14. Unfunded debt:		
Overdraft on Treasurers		3,578 96
Current balances		3,641 02
16. Total gross debt liabilities		$267,219 98
17. Amount of cash, materials, and supplies on hand, sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets		$5,311 34
Materials and supplies on hand		9,102 69
Other securities and debt balances		935 64
		$15,349 67
18. Total net debt liabilities		251,890 31

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	$240,693 34
2. Bridging	46,197 02
3. Superstructure, including rails	162,654 13
4. Land, Land damages, Fences	25,776 96
5. Passenger and freight stations	11,854 40
6. Engine houses, car sheds, and turntables	7,511 97
7. Machine shops, including machinery and tools	7,770 53

9. Engineering	$12,901 32
Agencies, salaries, and other expenses during construction	7,054 33
Section and tool houses and other buildings	4,266 93
11. Total cost of construction	$526,680 93

Equipment.

	No.	Cost.
12. Locomotives	3	$27,904 28
16. Passenger cars	2	7,612 32
Baggage cars (combination)	2	6,216 76
17. Freight cars	42	38,661 72
Other cars	------	1,445 54
18. Total for equipment	------	$71,840 62

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

	Nominal Am't.	Price Paid.
$\frac{36}{100}$ Shares of the capital stock of Citizens Bank, Nevada City	$935 64	$935 64

26. Total for property purchased, etc.	$935 64
27. Whole amount of permanent investments	598,521 55
29. Amount of supplies and materials on hand	9,102 69
30. Cash and cash assets	5,311 34
31. Total property and assets of the company	$613,871 22

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	$544 75
2. Bridging	127 65
4. Land	250 00
Fences	879 94
5. Passenger and freight stations	40 38
Woodsheds and water stations	1,086 81
7. Machine shops	70 00
20. Net addition to property account for the year	$2,999 53

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company 2. Derived from passengers from and to other roads, over roads operated by this company	$34,769 31
5. Derived from express and extra baggage	2,852 48
6. Derived from mails	1,599 19
7. Total earnings from passenger department	$39,220 98
8. Derived from local freight on roads operated by this company	$59,728 19
11. Derived from other sources belonging to freight department	2,028 90
12. Total earnings from freight department	$61,757 09
14. Total transportation earnings	100,978 07
15. Earnings per mile of road operated	$4,460 13
16. Earnings per train mile (total passenger and freight)	1 92
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Dividends on bank stock	18 72
19. Total income derived from all sources	$100,996 79

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$6,463 50
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	4,694 00
Advertising	582 40
Injury to employés	30 75
Injury to stock	75 00
Legal services expenses	606 00
Stationery and printing	559 93
Rent	120 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	610 87
5. Total	$13,742 43
6. Proportion belonging to passenger department	$5,359 56
7. Proportion belonging to freight department	8,382 89

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$8,030 17
4. New ties. (Number, 6,000)	1,800 00
5. Repairs of bridges	16,184 24
6. Repairs of buildings and fixtures (stations and turntables)	344 47
7. Repairs and additions to machine shops and machinery (tools)	283 98
8. Repairs of fences, road crossings, and signs	88 48
10. Repairs of locomotives	3,356 84
13. New snow plows, charged to operating expenses	990 03
14. Fuel for engines and cars: Number of cords of wood, 1,978; cost	7,000 00
15. Water and water stations	577 48
16. Fuel for stations and shops	200 00
17. Oil and waste	1,104 12
19. Total	$39,959 81
20. Proportion of same to passenger department	$15,584 33
21. Proportion of same to freight department	24,375 48

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$2,614 46
4. Salaries, wages, and incidentals of passenger trains	2,897 48
Salaries, wages, and incidentals of ferries	3,086 74
5. Salaries, wages, and incidentals of passenger stations	4,996 93
8. Total	$13,595 61

Class IV—Freight traffic expenses.

1. Repairs of freight cars	$2,232 29
Repairs of dump and work cars	24 35
3. Damages and gratuities, freight	236 10
4. Salaries, wages, and incidentals of freight trains	2,897 47 3,086 75
5. Salaries, wages, and incidentals of freight stations	4,996 93
13. Total expenses	$13,473 89

Net Income, Dividends, Etc.

1. Total net income		$20,225 03
4. Interest accrued during the year: On funded debt		20,800 00
7. Balance for the year (deficit)		574 97
8. Surplus at commencement of the year	$105,026 21	
10. Total surplus, December 31, 1883		104,451 24

Earnings, Expenses, Net Earnings, Etc., of Passenger Department.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	$39,220 98
2. Per passenger train mile	1 67
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	5,359 56
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	15,584 33
5. Expenses, "Passenger Traffic," as per Class III, No. 8	13,595 61
6. Total expenses	34,539 50
7. Per passenger train mile	1 47
8. Net earnings	4,681 48
9. Per passenger train mile	20

Receipts, Expenses, Net Earnings, Etc., of Freight Department.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	$61,757 09
2. Per freight train mile	2 39
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	8,382 89
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	24,375 48
5. Expenses, "Freight Traffic," as per Class IV, No. 8	13,473 89
6. Total expenses	46,232 26
7. Per freight train mile	1 76
8. Net earnings	15,524 83
9. Per freight train mile	60

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$526,680 93
Cost of equipment	71,840 62
Other investments	935 64
Supplies and materials on hand	9,102 69
Cash, cash assets, and other items:	
Due from agents and conductors	5,311 34
Total	$613,871 22

Credits.

Capital stock	$242,200 00
Funded debt	260,000 00
Other debts:	
Overdraft on treasury	3,578 96
Current balances	3,641 02
Profit and loss (profit)	104,451 24
Total	$613,871 22

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
Gross earnings		$100,978 07
Dividend Citizens' Bank stock		18 72
Total operating expenses	$80,771 76	
Interest bonded debt	20,800 00	
Loss		574 97
	$101,571 76	$101,571 76

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876
From Colfax to Nevada City	May 24, 1876
2. Length of main line of road from Colfax to Nevada City	22.64 miles
4. Length of double track on main line	None

10. Total length of road belonging to this company	22.64 miles
11. Aggregate length of siding and other tracks not enumerated above	2.10 miles
13. Aggregate length of track belonging to this company computed as single track	24.74 miles
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds)	2 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 320 feet), in California	2

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Bear River	Howe truss	Wood	160 feet	1883

19. Number of crossings of highways at grade, in California	19
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	21
29. Number of railroad crossings under other railroads	1
Central Pacific Railroad, at Long Ravine.	

Roads Belonging to Other Companies, Operated by this Company Under Lease or Contract.

31. Total miles of road operated by this company	22.64
36. Number of stations on all roads operated by this company	9
39. Miles of telegraph on line of road operated by this company	22.64
41. Number of telegraph offices in company stations	3

Rolling Stock.

	No.	Average Weight.	Market Value.
1. Locomotives	3	36,000	$9,000
Maximum weight of engines in working order [18 tons]			
2. Tenders	3		
Maximum weight of tenders full of fuel and water [10 tons]			
Average joint weight of engines and tenders		56,000	
5. Snow plows			2,900
6. Passenger cars	2		
Maximum weight [11 tons]			
7. Mail and baggage cars (combination)	2		2,000
8. Eight-wheel box freight cars	20		4,800
10. Eight-wheel platform cars	22		4,000
11. Four-wheel platform cars			100
12. Other cars	4		
13. Total market value			$22,800

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	42
15. Number of locomotives equipped with train brakes	3
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	4
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	4

Mileage, Traffic, Etc.

1. Miles run by passenger trains	6,043
2. Rate of speed of express passenger trains, including stops	11⅓
3. Rate of speed of accommodation trains, including stops	11⅓
4. Miles run by freight trains	8,856
5. Rate of speed of express freight trains, including stops	10

6. Rate of speed of accommodation freight trains, including stops	10
7. Miles run by other trains, and for what purpose:	
Mixed passenger and freight	34,621
Service trains	2,933
8. Total train miles run	52,453
9. Total number of passengers carried	40,223
10. Total passenger mileage, or passengers carried one mile	287,472
11. Passenger travel to and from other roads:	
Average number of miles traveled by each local passenger	8
Average number of miles traveled by each through passenger	$19\frac{1}{2}$
Average number of miles traveled by each passenger, through and local	$9\frac{1}{2}$
12. Number of tons of freight carried (not including gravel)	27,325
13. Total freight mileage, or tons carried one mile	403,875
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents
16. Lowest rate of fare per mile for any distance (single fare)	$5\frac{1}{2}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	$5\frac{5}{81}$ cents
18. Average rate of fare per mile received from passengers to and from other roads	10 cents
20. Average rate of fare per mile for all passengers	$8\frac{14}{100}$ cents
21. Highest rate of freight per ton per mile for any distance under seven miles	25 cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{3}{4}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$16\frac{89}{100}$ cents
26. Average number of cars in passenger trains (including baggage cars)	$2\frac{13}{100}$
27. Average number of cars in freight trains—basis of eight-wheel	$2\frac{83}{100}$
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	$42\frac{1340}{2000}$
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	$35\frac{40}{2000}$
30. Number of persons regularly employed by company, including officers	44
Average monthly pay of employés, other than officers	$62 25
Average monthly pay of engine drivers	111 25
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	90 00
Average monthly pay of baggage masters	75 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	52 00
Average monthly pay of mechanics in shops	91 00
Average monthly pay of laborers	52 00

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.		Interest.	
				Interest.	Principal.	Rate.	Payable.
First mortgage on road and equipment	325	Jan. 7, 1876	Jan. 1, 1896	Gold	Gold	8	Jan. and July

Authorized Amount.	Total Issued—December 31, 1883.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1883.
		To December 31, 1883.	During Year.	Overdue.	
$325,000	$260,000	$197,997 48	$20,800	None	$260,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.				
			Sidings.		Length of Roadway—Single and Double Track.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Colfax	Nevada City	20.64	2.00	20.64	2.00	22.64

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.			
			Reduced to Single Track.			
			Sidings.	Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Iron.	Steel.	Iron and Steel.
Main line within State	Colfax	Nevada City	2.10	(b) 22.76	(c) 2.00	24.74

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883—Within the State.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	45.48	27.1120	1,233
Length of steel rail	4.00	27.1120	108½

STATE OF CALIFORNIA,
County of Nevada. } ss.

John F. Kidder, Superintendent of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing nineteen sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this twentieth day of March, 1884.

WM. K. SPENCER,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

Names and Residences of Officers and Directors.

James D. Walker, President	San Rafael
Thomas Menzies, Vice-President	San Rafael
David Nye, General Superintendent	San Rafael
W. F. Russell, General Freight Agent	San Francisco
F. B. Latham, General Ticket Agent	San Francisco
William Steel	San Francisco
W. Young	San Francisco
W. Babcock	San Rafael
M. M. Tompkins	San Rafael

Business Address of the Company.

408 California Street ..... San Francisco

The North Pacific Coast Railroad Company was incorporated December 16, 1871.

Capital Stock.

1. Capital stock authorized by charter		$1,500,000 00
2. Capital stock authorized by votes of company		3,000,000 00
3. Capital stock issued (number of shares 2,500); amount paid in		2,500,000 00
4. Capital stock paid in on shares not issued		None
5. Total amount paid in, as per books of the company		2,500,000 00
6. Amount of capital stock issued but not full paid		None
7. Amount per share still due thereon		None
8. Par value of shares issued		2,500,000 00
9. Total number of stockholders	10	
10. Number of stockholders in California	9	
11. Amount of stock held in California		2,300,000 00

Debt.

12. Funded debt as follows:		
Bonds		1,100,000 00
Interest paid on same during year	$65,801 10	
13. Total amount of funded debt		$1,100,000 00
15. Total amount of unfunded debt		115,852 46
16. Total gross debt liabilities		$1,215,852 46
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$210 20	
Materials and supplies on hand	1,082 46	
Other securities and debt balances	27,671 64	
		28,964 30
18. Total net debt liabilities		$1,186,888 16

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

1. Grading and masonry	Not kept separately.
2. Bridging	
3. Superstructure, including rails	
4. Land:	
Land damages	
Fences	
5. Passenger and freight stations	
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	
8. Interest	
9. Engineering	
Agencies, salaries, and other expenses during construction	
11. Total cost of equipment and construction	$2,848,865 18

Property Purchased and on Hand not Included in the Foregoing Accounts.

24. Investments in transportation lines.

Sausalito ferry franchise on account, amount not yet determined	$29,446 37
26. Total for property purchased, etc.	$29,446 37
27. Whole amount of permanent investments	2,848,865 18
28. Property in California	All
29. Amount of supplies and materials on hand	1,082 46
30. Cash and cash assets	27,881 84
31. Total property and assets of the company	$2,907,275 85

Revenue for the Year.

1. Derived from local passengers on roads operated by this company		$182,571 94
2. Derived from passengers from and to other roads, over roads operated by this company		11,507 20
5. Derived from express		14,221 92
6. Derived from mails		5,308 42
7. Total earnings from passenger department		$213,609 48
8. Derived from local freight on roads operated by this company		154,286 61
14. Total transportation earnings		$367,896 09
15. Earnings per mile of road operated		$3,782 99
16. Earnings per train mile (total passenger and freight)		1 79
17. Income derived from rent of property, other than road and equipment:		
Rents	$7,866 65	
Charter	2,173 00	
Sundries	5,024 00	
		15,063 65
19. Total income derived from all sources		$382,959 74

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local		$12,000 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General offices	$14,598 53	
Legal services	1,501 00	
Injury to live stock	348 00	
Incidentals	2,003 84	
Stationery and printing	2,490 60	
Superintendents and supervisors	5,700 00	
Rents	6,740 00	
Advertising	3,398 95	
		36,780 92
3. Insurance premium and losses by fire, and damages for fires set by engines		3,518 13
5. Total		$52,299 05
6. Proportion belonging to passenger department*		$29,608 07
7. Proportion belonging to freight department*		22,690 98

* Equal proportions, except insurance and advertising.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$45,592 38
5. Repairs of bridges	9,938 68
6. Repairs of buildings and fixtures (stations and turntables)	1,419 32
7. Repairs of and addition to machine shops and machinery	470 45
8. Repairs of fences, road crossings, and signs	1,643 22
10. Repairs of locomotives	6,743 22
12. Repairs of wharves	3,771 80
14. Fuel for engines and cars:	
Number of cords of wood, $5,386\frac{3}{4}$; cost	18,817 83
Number of tons of coal, $5,024\frac{595}{2240}$; cost	38,065 67

15. Water and water stations	$1,608 20
16. Fuel for stations and shops	1,211 00
17. Oil and waste	1,733 52
19. Total	$131,015 39
20. Proportion of same to passenger department*	$80,653 98
21. Proportion of same to freight department*	50,361 51

*Equal proportions, except fuel.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	$5,629 88
3. Damages and gratuities, passengers	53 00
4. Salaries, wages, and incidentals of passenger trains	11,758 73
Salaries, wages, and incidentals of ferries	60,942 95
5. Salaries, wages, and incidentals of passenger stations	11,082 19
8. Total	$89,466 75

Class IV—Freight traffic expenses.

1. Repairs of freight cars		$6,246 54
3. Damages and gratuities, freight		90 46
4. Salaries, wages, and incidentals of freight trains	$11,019 11	
Salaries, wages, and incidentals of ferries	17,001 25	
		$28,020 36
5. Salaries, wages, and incidentals of freight stations		11,082 19
8. Total		$45,439 55
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$318,220 84
10. Per train mile (total passenger and freight)	$1.55	
11. Percentage of expenses to total transportation earnings	86½	
13. Total expenses		$318,220 84

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$64,738 90
2. Percentage of same to capital stock and net debt	$1\frac{21}{100}$	
3. Percentage of same to total property and assets	$2\frac{24}{100}$	
4. Interest accrued during the year		65,801 10
10. Total surplus, December 31, 1883		8,576 61

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	$213,609 48
2. Per passenger train mile	2 19
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	29,608 07
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 20	80,653 98
5. Expenses, "Passenger Traffic," as per Class III, No. 8	89,466 75
6. Total expenses	199,728 80
7. Per passenger train mile	2 05
8. Net earnings	13,880 68
9. Per passenger train mile	14

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	$154,286 61
2. Per freight train mile	1 43
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	22,690 98
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Movement Expenses," as per Class II, No. 21	50,361 51
5. Expenses, "Freight Traffic," as per Class IV, No. 8	45,439 55
6. Total expenses	118,492 04
7. Per freight train mile	1 10
8. Net earnings	35,794 57
9. Per freight train mile	33

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road		$2,848,865 18
Other investments		29,446 37
Supplies and materials on hand		1,082 46
Cash, cash assets, and other items:		
Agents	$7,113 24	
Cash	210 20	
Sundry persons	20,558 40	
		27,881 84
Profit and loss		808,576 61
Total		$3,715,852 46

Credits.

Capital stock	$2,500,000 00
Funded debt	1,100,000 00
Other debts	115,852 46
Total	$3,715,852 46

Profit and Loss Account for the Year Ending December 31, 1883.

	Debits.	Credits.
Earnings		$382,959 74
Operating expenses	$318,220 84	
Interest	65,801 10	

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Sancelito to Tomales	June 11, 1875
From Tomales to Howards	October 16, 1876
From Howards to Tyrone	April 2, 1877
From Tyrone to Duncans	May 15, 1877
2. Length of main line of road from San Francisco to Duncans	80¼ miles
Our own, single	2 miles
6. Total length of branches owned by the company	2 miles
7. Total length of branches owned by the company in California	2 miles
8. Total length of branches owned by the company in other States	None
9. Length of double track on branches	None
10. Total length of road belonging to this company	87¾ miles
11. Aggregate length of siding and other tracks not enumerated above	12 miles
12. Same in California	All
13. Aggregate length of track belonging to this company computed as single track	All
14. Same in California	All
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 10 miles, 35 lbs.; 4 miles, 50 lbs.)	
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
Number of spans of bridges of twenty-five feet and upwards, outside State	None
17. Number of iron bridges (aggregate length, —— feet), in California	None
Number of iron bridges (aggregate length, —— feet), outside State	None
18. Number of wooden bridges (aggregate length, —— feet), in California	13
Number of wooden bridges (aggregate length, —— feet), outside State	None
Miles of embankment replaced by bridges or trestlework, during year, in California	None
Miles of embankment replaced by bridges or trestlework, during year, outside State	None
19. Number of crossings of highways at grade, in California	26

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles.)
	From—	To—	
San Rafael and San Quentin Railroad	San Rafael	San Quentin	3½

Dates of Lease.		Amount of Rental.
From—	To—	
March 11, 1875	March 11, 1918	One dollar per annum

31. Total length of above roads	3½ miles
32. Total length of above roads in California	All
34. Total miles operated by this company	91¼
35. Total miles of road operated by this company in California	91¼
36. Number of stations on all roads operated by this company	39
37. Number of stations on all roads owned by this company	37
38. Same in California	All
39. Miles of telegraph on line of road operated by this company	79¾
40. Miles of telegraph owned by this company	None
43. Number of telegraph stations operated jointly by railroad and telegraph companies	14

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	11		$66,000
Maximum weight of engines in working order [43,170]			
2. Tenders	10		
Average weight of tenders full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
6. Passenger cars	17		34,000
Average weight		12,000	
7. Mail, baggage cars, and caboose	5	11,000	6,500
8. Eight-wheel box freight cars	30	10,000	12,000
10. Eight-wheel platform cars	254	8,000	76,200
12. Other cars	3		5,600
Hand and push cars	23		1,500
Iron	1		50
13. Total market value			$201,850

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	284
15. Number of locomotives equipped with train brakes	6
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	19
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	23

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	97,182
2. Rate of speed of express passenger trains, including stops	15 miles
3. Rate of speed of accommodation trains, including stops	10 miles
4. Miles run by freight trains	107,402
5. Rate of speed of express freight trains, including stops	None

6. Rate of speed of accommodation freight trains, including stops	10 miles
7. Miles run by other trains, and for what purpose:	
Gravel	13,273
8. Total train miles run	217,857
9. Total number of passengers carried	773,991
Number of through passengers going east (or north)	None
Number of through passengers going west (or south)	None
Number of local passengers going east (or north)	389,207
Number of local passengers going west (or south)	384,784
10. Total passenger mileage, or passengers carried one mile	10,288,194
11. Passenger mileage to and from other roads	No statistics
Average number of miles traveled by each local passenger	$13\frac{29}{100}$
Average number of miles traveled by each passenger, through and local	$73\frac{29}{100}$
12. Number of tons freight carried (not including gravel)	$69,179\frac{115}{1000}$
Number of tons freight from other States, carried	None
Number of tons freight in this State, carried	All
Number of tons freight produced in this State, carried	No statistics
Number of tons of each class of freight, produced in this State, carried	No statistics
13. Total freight mileage, or tons carried one mile	3,296,425
14. Freight mileage to and from other roads	No statistics
15. Highest rate of fare per mile for any distance (excluding one mile)	$8\frac{56}{100}$ cents
16. Lowest rate of fare per mile for any distance (single fare)	$2\frac{1}{2}$ cents
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	None
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or local tickets	$2\frac{43}{100}$ cents
18. Average rate of fare per mile received from passengers to and from other roads	No statistics
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	$\frac{71}{100}$ cents
20. Average rate of fare per mile for all passengers	$2\frac{7}{100}$ cents
21. Highest rate of freight per ton per mile for any distance	$46\frac{2}{3}$ cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{1}{8}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	$4\frac{377}{1000}$ cents
24. Average rate of freight per ton per mile to and from other roads	None
25. Average rate of freight per ton per mile for all	$4\frac{377}{1000}$ cents
Average rate of freight per ton per mile, products of this State	No statistics
Average rate of freight per ton per mile, products of other States	No statistics
26. Average number of cars in passenger trains, including baggage cars	4
27. Average number of cars in freight trains—basis of eight-wheel	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	104,000
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	226,000
30. Number of persons regularly employed by company, including officers	271
Average monthly pay of engine drivers	$100 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	70 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers	26 00

Relating to Passengers.

1. Total season ticket passengers (round trip); see question No. 4.	
2. Passengers to San Francisco (including season)	374,696
3. Passengers from San Francisco (including season)	369,482
4. Season ticket passengers to and from San Francisco (one round trip daily)	172,675

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage	1/600	Nov. 14, 1881	Nov. 1, 1901	U. S. Gold	U. S. Gold.
Second mortgage	1/500	Nov. 14, 1881	Nov. 1, 1901		

Interest.		Authorized Amount.	Total Issued, December 31, 1883.	Accrued Interest to December 31, 1883.	Amount of Bonds Outstanding December 31, 1883.
Rate.	Payable.				
6	May 1 and Nov. 1	$600,000	$600,000	$6,000	$600,000
		500,000	500,000	5,000	500,000
					$1,100,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1883.						
			Single.		Reduced to Single Track.				
					Track.		Sidings.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron.	Iron.	Steel.
Main line within State	Saucelito	Duncans	60¼	14	62¼	14	12	(b) 74¼	(c) 14
	Junction	San Rafael	2						
Total on whole road, December 31, 1883								74¼	14

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	124½	42½	5,293	124½	42½	5,293
Length of steel rail	28	62⅐	1,740	28	62⅐	1,740
Length of iron rail	148½	42½	6,311	148½	42½	6,311
Length of steel rail	28	62⅐	1,740	28	62⅐	1,740

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County	May 5, 1876	May 5, 1896	Marin County	Semi-annually	7 per cent

Total Amount of Bonds or Cash.	Disposed of.		
	Amount of Bonds.	Cash Realized.	Discount.
$160,000 00	$160,000 00	$144,208 00	$15,792 00

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

David Nye, General Superintendent of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

DAVID NYE, General Superintendent.

Subscribed and sworn to before me, this twenty-fifth day of March, 1884.

JAMES L. KING, Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Goodall, President ..... San Francisco
John Rosenfeld, Vice-President ..... San Francisco
Edwin Goodall, Secretary ..... San Francisco
Goodall, Perkins & Co., General Agents ..... San Francisco
J. M. Tillman, Manager ..... San Luis Obispo
E. W. Sills, Auditor ..... San Luis Obispo
W. R. Price, Assistant General Freight and General Ticket Agent ..... San Luis Obispo
S. O. Putnam ..... San Francisco
J. L. Howard ..... Oakland
William Morris ..... San Francisco
William H. Knight ..... Oakland

BUSINESS ADDRESS OF THE COMPANY.

San Francisco, 10 Market Street, and ..... San Luis Obispo, California

The Pacific Coast Railway Company was incorporated September 22, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Luis Obispo and Santa Maria Valley Railroad	April 22, 1875
Pacific Coast Railway Company	April 18, 1882

CAPITAL STOCK.

1. Capital stock authorized by charter	$2,628,500 00
2. Capital stock authorized by votes of company	2,628,500 00
3. Capital stock issued [number of shares, 11,700]; amount paid in	1,170,000 00
5. Total amount paid in, as per books of the company	1,170,000 00
8. Par value of shares issued	100 00

DEBT.

12. Funded debt as follows:	
Bonds	$1,170,000 00
Interest on same during year—6 per cent	70,200 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	$1,822,017 99

Equipment.

18. Total for equipment	$168,073 87

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

17. Any other expenditures charged to property account:	
Expended for construction and equipment during year	$71,141 08

REVENUE FOR THE YEAR.

3. Derived from other roads as tolls for use of passenger cars	$25,296 45
5. Derived from express	428 97
6. Derived from mails	2,928 75
7. Total earnings from passenger department	$28,654 17
12. Total earnings from freight department	89,348 97
14. Total transportation earnings	$118,003 14
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Port Harford Wharf, Commissions, agency earnings, etc.	25,586 29
Warehouse storage, etc.	4,069 94
19. Total income derived from all sources	$147,659 37

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local ($6,655 27, to 29th February), will appear in statement 1884.

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$70,499 38
11. Percentage of expenses to total transportation earnings	$47\frac{7}{10}$

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road, Cost of equipment		$1,990,091 86
Supplies and materials on hand		19,160 57
Cash, cash assets, and other items		542,055 55
Oregon Improvement Company	$517,184 82	
Cash, S. L. O.	22 13	
Cash, San Francisco	10,000 00	
Agent and bills for collection	14,848 60	

Credits.

Other debts:		
Pacific Coast Steamship Company	$71,555 22	
Bills payable	13,392 72	
Auditor vouchers	4,367 49	
Oregon improvement interest	76,050 00	
Profit and loss (profit)		$45,942 55
Total		$2,551,307 98

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	February 1, 1876
From Castro to San Luis Obispo	August 16, 1876
From Port Harford to Avila	Dec. 1, 1876
From San Luis Obispo to Arroyo Grande	October 16, 1881
From Arroyo Grande to Santa Maria	June, 1882
From Santa Maria to Los Almos	October 11, 1882
2. Length of main line of road from Port Harford to Los Almos	$63\frac{8}{10}$
10. Total length of road belonging to this company	63.86
11. Aggregate length of siding and other tracks not enumerated above	3.31
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds)	55
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 8,529 feet), in California	8

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	5	*20	$40,000 00
2. Tenders (included above).			
4. Total length of heaviest engine and tender over all [42 feet]			
6. Passenger cars	5	12,000	15,000 00
7. Mail and baggage cars	1	10,000	1,500 00
8. Eight-wheel box freight cars	18	10,000	7,200 00
10. Eight-wheel platform cars	120	800	36,000 00
12. Other cars (8 section and 10 hand)	18	1,000	1,800 00
Pile drivers	2		1,000 00
13. Total market value			$102,500 00

* Tons.

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops	15 miles
4. Miles run by freight trains	12 miles
13. Total freight mileage, or tons carried one mile	1,085,923
15. Highest rate of fare per mile for any distance (excluding one mile)	8 cents
16. Lowest rate of fare per mile for any distance (single fare)	6 cents
20. Average rate of fare per mile for all passengers	$6\frac{3}{10}$ cents
25. Average rate of freight per ton per mile for all	$8\frac{2}{11}$ cents
30. Number of persons regularly employed by company, including officers	175
Average monthly pay of employés, other than officers	$80 00
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	80 00
Average monthly pay of baggage masters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	50 00
Average pay of section men	$1 75 per day
Average monthly pay of mechanics in shops	100 00
Average pay of laborers	2 00 per day

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage	Nov. 1, 1882	Sept. 1, 1892	Gold	Gold

Interest.		Authorized Amount.	Total Issued, December 31, 1883.
Rate	Payable.		
6 per cent	Semi-annually	$1,170,000	$1,170,000

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883—Single.	
Main Line and Branches.	From—	To—	Iron.	Steel.
Main line within State	Port Harford	Los Almos	8.8	55

State of California,
City and County of San Francisco. } ss.

John Rosenfeld, Vice-President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say, that the statement, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

JOHN ROSENFELD, Vice-President.
EDWIN GOODALL, Secretary.

Subscribed and sworn to before me, this tenth day of May, 1884.

I. T. MILLIKEN, Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

Office of the San Joaquin and Sierra Nevada Railroad Company,
San Francisco, April 3, 1884.

[306 Pine Street, Room 4.]

To the honorable Board of Railroad Commissioners of the State of California:

Gentlemen: As the existence of the San Joaquin and Sierra Nevada Railroad Company extended over but a part of the year 1882, during which only a portion of its contemplated line of railroad was constructed, the accounts of the company were not closed on December thirty-first of that year. The report herewith submitted to you therefore embraces its operations from

time of its incorporation (March 28, 1882,) to the close of business on the thirty-first day of December, 1883.

Respectfully yours,

EDWARD F. STONE, Secretary.

Names and Residences of Officers and Directors.

Frederick Birdsall, President	Sacramento
Constant Birdsall, Vice-President	Sacramento
Edward F. Stone, Secretary	San Francisco
Pacific Bank, Treasurer	San Francisco
B. F. Langford	Lockeford
Jacob Brack	Brack's Landing
H. Bently	Woodbridge
Thomas McConnell	Elk Grove
G. Washburn	Woodbridge

Business Address of the Company.

306 Pine Street ---------- San Francisco, California

The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

Capital Stock.

1. Capital stock authorized by charter		$1,000,000 00
3. Capital stock issued [number of shares, 2,960]; amount paid in		296,000 00
5. Total amount paid in, as per books of the company		296,000 00
8. Par value of shares issued		100 00
9. Total number of stockholders	13	
10. Number of stockholders in California	13	
11. Amount of stock held in California		296,000 00

Debt.

12. Funded debt as follows:		
Bonds		$106,000 00
Interest charged to profit and loss on same during year	$5,175 20	
13. Total amount of funded debt		$106,000 00
14. Unfunded debt:		
All other debts, current credit balances, etc.		6,461 72
16. Total gross debt liabilities		$112,461 72
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand		$3,374 84
Materials and supplies on hand		12,482 10
Other securities and debt balances		1,421 57
		$17,278 51
18. Total net debt liabilities		$95,183 21

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

11. Total cost of construction, including telegraph line	$324,028 28

Equipment.

	Estimated Cost.
12. Locomotives	$25,439 21
16. Passenger cars	3,951 25
Mail cars	
Baggage cars	
17. Freight cars	28,174 52
Other cars	1,191 00
18. Total for equipment	$58,755 98

Property Purchased and on Hand not Included in the Foregoing Accounts.

27. Whole amount of permanent investments		$382,784 26
28. Property in California	$382,784 26	
29. Amount of supplies and materials on hand		12,482 10
30. Cash and cash assets		4,796 41
41. Total property and assets of the company		$400,062 77

Expenditures Charged to Property Account During the Year.

1. Grading and masonry		$324,028 28
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives	[3]	58,755 98
10. Snow plows on wheels	None	
11. Parlor cars	None	
12. Sleeping cars	None	
13. Passenger, mail, and baggage cars	[3]	
14. Freight and other cars	[75]	
15. Purchase of other roads	None	
18. Total property account to December 31, 1883		$382,784 26

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$14,181 62
5. Derived from express and extra baggage	314 48
6. Derived from mails	450 00
7. Total earnings from passenger department	$14,946 10
8. Derived from local freight on roads operated by this company	$52,151 51
9. Derived from other roads as tolls or for use of freight cars	None
10. Derived from freight from and to other roads on joint tariff	None
11. Derived from other sources belonging to freight department	Included in No. 8
12. Total earnings from freight department	52,151 51
14. Total transportation earnings	$67,097 61
19. Total income derived from all sources	$67,097 61

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$1,465 04
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	60,772 89
Damages to animals and for stubble burned	117 50
3. Insurance premiums and losses by fire, and damages for fires set by engines	See No. 2
4. Telegraph expenses, excess over earnings of telephone	113 65
5. Total	$62,469 08

Class II—Maintenance of way and buildings, and movement expenses.

(Included in Class I.)

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	Included in Class No. I.
4. Salaries, wages, and incidentals of freight trains	
6. Paid corporations or individuals not operating roads for use of freight cars	None
7. Amount paid other roads for balance of mileage of freight cars	None
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$62,469 08
13. Total expenses	$62,469 08

NET INCOME, DIVIDENDS, ETC.

(As statement for 1882 and 1883 cannot be given in conformity with this table, reference is made to profit and loss account.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of equipment		$382,784 26
Supplies and materials on hand		12,482 10
Sinking funds in hands of Trustees		None
Cash, cash assets, and other items:		
Cash	$3,374 84	
Book accounts	1,421 57	
		4,796 41
Profit and loss (loss)		8,398 95
Total		$408,461 72

Credits.

Capital stock		$296,000 00
Funded debt		106,000 00
Other debts:		
Book accounts	$971 72	
Bond coupons No. 1, due July 1, 1883	2,310 00	
Bond coupons No. 2, due January 1, 1884	3,180 00	
		6,461 72
Total		$408,461 72

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

			Debits.	Credits.
Passenger or office earnings				$14,181 62
Freight office earnings				52,151 51
Express, mail, and extra baggage				764 48
Operating expenses, 1882 and 1883		$60,772 89		
Taxes, 1883		1,465 04		
Damages, gratuities		117 50		
Telephone expenses and earnings		113 65		
			$62,469 08	
Traveling expenses			180 30	
Bad debts			8 18	
Miscellaneous expenses			732 25	
Interest		$2,091 83		
Interest on funded debt	$6,360 00			
Less account interest received from purchasers of bonds	1,188 55			
		5,171 45		
			7,263 28	
Legal expense			653 00	
Machine shop			4,190 47	
Balance (loss)				8,398 95
Totals			$75,496 56	$75,496 56

Description of Road.

1. Date when the road or portions thereof were opened for public use:
   From Brack's to Woodbridge ..... July, 1882
   From Woodbridge to Lodi ..... July, 1882
   From Lodi to Lockeford ..... August, 1882
   From Lockeford to Clements ..... September, 1882
   From Clements to Wallace ..... October, 1882

2. Length of proposed main line of road from Brack's to Grove of Big Trees	83 miles (about)
Length of main line in California	All
Length of main line in other States	None
3. Length of line with track laid, if road is not completed (Brack's to Wallace)	30.3 miles
4. Length of double track on main line	None
5. Branches owned by the company	None
10. Total length of road belonging to this company (completed)	30.3 miles
11. Aggregate length of siding and other tracks not enumerated above	3.96 miles
12. Same in California	All
13. Aggregate length of track belonging to this company, computed as single track	34.26 miles
14. Same in California	All
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 35 pounds)	21.56 miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	8
18. Number of wooden bridges (aggregate length, 275 feet) in California	10

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Bridges all on main line at different crossings of Bear Creek, between Clements and Wallace	Trestle	Wood	275 feet	1882

Miles of embankment replaced by bridges or trestlework, during year, in California	None
19. Number of crossings of highways at grade, in California	15
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	15
27. Number of railroad crossings at grade	1
Central Pacific Railroad at Lodi.	
28. Number of railroad crossings over other roads	None
29. Number of railroad crossings under other railroads	None
34. Total miles of road operated by this company	$30\frac{3}{10}$
35. Total miles of road operated by this company in California	$30\frac{3}{10}$
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company (telephone)	$30\frac{3}{10}$
40. Miles of telegraph owned by this company (telephone)	$30\frac{8}{10}$
41. Number of telegraph offices in company stations (telephone)	7
42. Number of telegraph stations operated by this company (telephone)	7
43. Number of telegraph stations operated jointly by railroad and telegraph companies	None

Rolling Stock.

	No.	Average Weight.	Cost.
1. Locomotives	3		$25,439 21
Average weight of engines in working order		15½ tons	
Maximum weight of engines in working order [18 tons]			
2. Tenders:			
Average weight of tenders full of fuel and water		10 tons	
Maximum weight of tenders full of fuel and water [10 tons]			
Average joint weight of engines and tenders		25½ tons	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [36 feet]			
4. Total length of heaviest engine and tender over all [42 feet]			
6. Passenger cars—Two combinations	3		3,951 25
Average weight		15,000	
Maximum weight [15,000]			
7. Mail and baggage cars: (included in 6)			
8. Eight-wheel box freight cars	15		7,875 00
10. Eight-wheel platform cars	48		20,299 52
12. Other cars	12		1,191 00
13. Total market value			$58,755 98

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	63
15. Number of locomotives equipped with train brakes	3
Kind of brake: Hand.	
16. Number of cars equipped with train brakes	66
Kind of brake: Hand.	
17. Number of passenger cars with Miller platform and buffer	None

Mileage, Traffic, Etc.

1. Miles run by passenger and freight trains in 1883	341.84
2. Rate of speed of express passenger trains, including stops	15 miles
3. Rate of speed of accommodation trains, including stops	12 miles
4. Miles run by freight trains	Included in 1
5. Rate of speed of express freight trains, including stops	See 2 and 3
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	No statistics
8. Total train miles run	34,184
9. Total number of passengers carried	18,756
Number of passengers going east (or north)	9,567
Number of passengers going west (or south)	9,189
10. Total passenger mileage, or passengers carried one mile	No statistics
11. Passenger mileage to and from other roads	No statistics
Average number of miles traveled by each local passenger	No statistics
Average number of miles traveled by each through passenger	No statistics
Average number of miles traveled by each passenger, through and local	No statistics
12. Number of tons freight carried (not including gravel) in 1882	24,398.1300
Number of tons freight from other States, carried	No statistics
Number of tons freight in this State, carried in 1883	24,398.1300
Number of tons freight produced in this State, carried	No statistics
Number of tons of each class of freight, produced in this State, carried	No statistics
13. Total freight mileage, or tons carried one mile	No statistics
14. Freight mileage to and from other roads	No statistics
15. Highest rate of fare per mile for any distance (excluding one mile)	5 cents
16. Lowest rate of fare per mile for any distance (single fare) 500 mile tickets	4 cents
17. Average rate of fare per mile (not including 500 mile tickets) received from local passengers on roads operated by this company	5 cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	5 cents
18. Average rate of fare per mile received from passengers to and from other roads	5 cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	No season ticket
20. Average rate of fare per mile for all passengers	No statistics

21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	$3\frac{3}{10}$ cents
23. Average rate of local freight per ton per mile on roads operated by this company	No statistics
24. Average rate of freight per ton per mile to and from other roads	No statistics
25. Average rate of freight per ton per mile for all	No statistics
Average rate of freight per ton per mile, products of this State	No statistics
Average rate of freight per ton per mile, products of other States	No statistics
26. Average number of cars in passenger trains (including baggage cars)	2
27. Average number of cars in freight trains—basis of eight-wheel	No statistics
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	No statistics
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	No statistics
30. Number of persons regularly employed by company, including officers	24
Average monthly pay of employés, other than officers	$55 00
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors / Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	65 00
Average monthly pay of section men	50 00
Average monthly pay of mechanics in shops	69 00
Average monthly pay of laborers	45 00

List of Accidents in California.

From their own misconduct or carelessness—in California	1 killed

September 28, 1882, Charles Guanes killed at Lodi by train running over him; intoxicated and attempted to get on train whilst in motion; train men exonerated from blame by jury.

12. Table A. Funded Debt.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage	Dec. 6, 1882	Jan. 1, 1893	U. S. Gold	U. S. Gold	6	Jan. and July 1

Authorized Amount.	Total Issued, Dec. 31, 1883.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1883.
		To Dec. 31, 1883.	During Year 1883.	Overdue Dec. 31, '83.	
$750,000 00	$106,000 00	----------	*$6,360 00	$2,310 00	$106,000 00

Character of.	Bonds Sold During Year ending December 31, 1883.		
	Amount of Bonds.	Amount Realized.	Discount, or Premium.
First mortgage 6 per cent coupon gold bonds, $1,000 each	$106,000 00	$106,000 00	None

* Less $1,188 55 accrued interest received from purchasers.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.											
			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.						
								Track.		Sidings.		Track and Sidings.		
Main Line and Branches.	From—	To—	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Bracks	Wallace	9.50	20.80	9.50	20.80	30.30	9.50	20.80	3.20	0.76	(b) 12.70	(c) 21.56	34.26
Total on whole road, December 31, 1883			12.70	21.56										
Total constructed during year 1883														All
Total within the State constructed during year 1883														All
Total without the State constructed during year														None

The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1883.					
	Within State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	25.40	27½	698.50	25.40	27½	693.50
Length of steel rail	43.12	27½	1,185.80	43.12	27½	1,185.80 1,184.30

TABLE D.

Grants or Donations, in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds—Character of.	Total Amount of Bonds or Cash.	Remarks.
Contribution of citizens of Lockeford towards cost of right of way through that town (credited to cost of right of way)	$125 00	No donations in bonds and none in money, other than herein specified.

Lands or Property, including Right of Way, donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.
Individuals	Thirty acres of right of way (60 feet wide) in San Joaquin County, California. One release of right of way (60 feet wide) in Calaveras County, California, and adjoining land for depots and stations.
W. S. Buckley, Judge of Superior Court of San Joaquin County, on petition of citizens of Town of Woodbridge	Right of way (60 feet wide) and use of land for stations, shops, etc., in Town of Woodbridge, San Joaquin County.

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Grants from individuals—One lot in Town of Lodi; one lot in Township 3, north range; Lot 7 east, San Joaquin County; Lots 2, 4, 6, 14, 8, 12, and 16, in Block 13, Town of Woodbridge; one lot in Town of Lockeford (for depots, stations, shops, sidings, etc.).

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Edward F. Stone, Secretary of the San Joaquin and Sierra Nevada Railroad Company, being duly sworn, deposes and says, that the statements, tables, and the answers contained in the foregoing forty-two (and letter) sheets, and extension attached to sheet forty-one, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

EDWARD F. STONE, Secretary.

Subscribed and sworn to before me, this third day of April, 1884.

JAMES L. KING, Notary Public.

SONOMA VALLEY RAILROAD COMPANY.

San Francisco, July 30, 1884.

W. R. Andrus, Esq., Secretary Railroad Commissioners:

Dear Sir: In making up this report for your honorable Commission, we have included in the earnings and operating expenses of the Sonoma Valley Railroad Company all the earnings and expenses of the Sonoma and Santa Rosa Railroad Company, which is a separate and distinct corporation, which will make a showing for twenty-one and one half miles of road, instead of fifteen and one half miles, which is the length of the Sonoma Valley Railroad. The above mentioned roads will be consolidated during this year into one corporation.

Very faithfully, yours, etc.,

THOS. W. JOHNSTON, Secretary.

Names and Residences of Officers and Directors.

Peter Donahue, President	San Francisco
J. M. Donahue, Vice-President	San Francisco
R. H. Lloyd, Treasurer	San Francisco
T. W. Johnston, Secretary	San Francisco
A. Hughes	San Francisco
Thomas Donahue	San Francisco
P. J. McGlynn	San Francisco

Business Address of the Company.

No. 426 Montgomery Street ..... San Francisco

The Sonoma Valley Railroad Company was incorporated July 24, 1878.

Capital Stock.

2. Capital stock authorized by votes of company		$200,000 00
3. Capital stock issued [number of shares, 2,000]; amount paid in		200,000 00
8. Par value of shares issued		100 00
10. Number of stockholders in California	7	
11. Amount of stock held in California		200,000 00

Debt.

14. Unfunded debt:	
All other debts, current credit balances, etc.	$40,770 30
16. Total gross debt liabilities	40,770 30
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand	$25,126 67
Other securities and debt balances	9,022 31
18. Total net debt liabilities	$34,149 00

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

	To December 31, 1883.
1. Grading and masonry	
2. Bridging	$143,079 49
3. Superstructure, including rails	
5. Passenger and freight stations	5,550 84
6. Engine houses, car sheds, and turntables	
7. Machine shops, including machinery and tools	750 00
11. Total cost of construction	$149,380 33

Equipment.

	Number	To December 31, 1883. Cost.
12. Locomotives	3	$15,500 00
15. Sleeping cars		
16. Passenger cars		
Mail cars	------	24,438 10
Baggage cars		
17. Freight cars		
Other cars		
18. Total for equipment	------	$39,938 10

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

25. Other property purchased:	
Furniture	$430 00
26. Total for property purchased, etc.	189,748 43
29. Amount of supplies and materials on hand	25,126 69
30. Cash and cash assets	9,022 31
31. Total property and assets of the company	$223,897 43

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails	$20 15
5. Passenger and freight stations:	
Woodsheds and water stations	32 59
14. Freight and other cars	1,251 33
17. Any other expenditures charged to property account:	
Furniture	130 00
18. Total	$1,434 07
20. Net addition to property account for the year	$1,434 07

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	$27,282 31
4. Derived from other sources belonging to passenger department (baggage)	31 25
5. Derived from express and extra baggage	504 88
6. Derived from mails	738 86
7. Total earnings from passenger department	$28,057 30
8. Derived from local freight on roads operated by this company	29,093 30
14. Total transportation earnings	$57,150 60

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	$1,231 55
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer expenses	22,579 00
Office expenses	3,152 29
Stationery and printing	233 80
Advertising account	807 85
Repairs of wharf	67 68
Miscellaneous expenses	14 00
Legal expenses	33 30
5. Total	$28,119 47

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		$10,154 54
5. Repairs of bridges		37 50
6. Repairs of buildings and fixtures (stations and turntables)		188 77
7. Repairs of and additions to machine shops and machinery (tools)		2 70
10. Repairs of locomotives		3,041 39
14. Fuel for engines and cars:		
Number of cords of wood ; cost		2,409 30
Number of tons of coal ; cost		
19. Total		$15,833 80

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars		$2,166 56
4. Salaries, wages, and incidentals of passenger trains		1,474 85
5. Salaries, wages, and incidentals of passenger stations		3,173 63
8. Total		$6,815 04

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight		$568 80
8. Total		$568 80
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		$51,337 11
10. Per train mile (total passenger and freight)	$89\frac{82}{100}$	

NET INCOME, DIVIDENDS, ETC.

1. Total net income		$5,813 49
7. Balance for the year, or surplus	$5,813 49	
8. Surplus at commencement of the year	22,686 36	
10. Total deficit December 31, 1883		16,872 87

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(These accounts not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(These accounts not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1883.

Debits.

Cost of road	$143,079 49
Cost of equipment	46,668 94
Supplies and materials on hand	25,126 69
Cash, cash assets, and other items	9,022 31
Profit and loss (loss)	16,872 87
Total	$240,770 30

Credits.

Capital stock	$200,000 00
Other debts: San Francisco and North Pacific Railroad Company	40,770 30
Total	$240,770 30

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Expense account	$51,337 11	
Earnings		$57,150 60
Net gain		5,813 49

Description of Road.

1. Date when the road or portions thereof were opened for public use:	
From Sonoma Landing to Sonoma City (15)	August 23, 1880
From Sonoma City to Glen Ellen (6½)	August 15, 1882
2. Length of main line of road from Sonoma Landing to Sonoma	15 miles
Length of main line in California	15 miles
5. Branches owned by the company:	
Sonoma to Glen Ellen	6½ miles
6. Total length of branches owned by the company	6½ miles
7. Total length of branches owned by the company in California	6½ miles
10. Total length of road belonging to this company	21½ miles
11. Aggregate length of siding and other tracks not enumerated above	1 mile
13. Aggregate length of track belonging to this company computed as single track	22½ miles
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 110 feet), in California.	
19. Number of crossings of highways at grade, in California	12
31. Total length of above roads	21½ miles
34. Total miles of road operated by this company	21½ miles
35. Total miles of road operated by this company in California	21½ miles
36. Number of stations on all roads operated by this company	12
37. Number of stations on all roads owned by this company	12

Rolling Stock.

	Number.	Average Weight.
1. Locomotives	3	
Average weight of engines in working order		38,000
Maximum weight of engines in working order [42,000]		
2. Tenders	3	
Average weight of tenders full of fuel and water		30,000
Maximum weight of tenders full of fuel and water [30,000]		
Average joint weight of engines and tenders		68,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [36 feet]		
4. Total length of heaviest engine and tender over all [42 feet]		
6. Passenger cars	5	
Average weight		30,000
Maximum weight [30,000]		
8. Eight-wheel box freight cars	1	30,000
9. Four-wheel box freight cars	2	14,500
11. Four-wheel platform cars	24	11,350

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	26
15. Number of locomotives equipped with train brakes	2
Kind of brake: Westinghouse air.	
16. Number of cars equipped with train brakes	6
Kind of brake: Westinghouse air.	
17. Number of passenger cars with Miller platform and buffer	5

Mileage, Traffic, Etc.

2. Rate of speed of express passenger trains, including stops	18 miles
3. Rate of speed of accommodation trains, including stops	10½ miles
5. Rate of speed of express freight trains, including stops	10½ miles
6. Rate of speed of accommodation freight trains, including stops	10½ miles
26. Average number of cars in passenger trains (including baggage cars)	3
27. Average number of cars in freight trains—basis of eight-wheel	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	158,000
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	165,100
30. Number of persons regularly employed by company, including officers	31
Average monthly pay of employés, other than officers	$57 60
Average monthly pay of engine drivers	100 00

Average monthly pay of passenger conductors	$100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men (as foremen)	60 00
Average monthly pay of laborers	47 50

List of Accidents in California.

From their own misconduct or carelessness—Killed:	
Passengers	1

Table C. Length in Miles of Road and Tracks (Single and Double) Owned by the Company.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, Dec. 31, 1883.	
			Single.	Length of Roadway—Single and Double Track.
Main Line and Branches.	From—	To—	Iron.	Iron.
Main line within State	Sonoma Landing	Sonoma	15	15
	Sonoma	Glen Ellen	6½	6½

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.			
			Reduced to Single Track.			
			Sidings.	Track.	Track and Sidings.	
Main Line and Branches.	From—	To—	Iron.	Iron.	(b) Iron.	Iron and Steel.
Main line within State	Sonoma Landing	Sonoma	15	1	16	16
	Sonoma	Glen Ellen	6½	--------	6½	6½

The length of rail is double the length of single track, column (b) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail	45	60.600	1,233 1280/2240	45	60.600	1,233 1280/2240

State of California,
City and County of San Francisco. } ss.

Peter Donahue, President of the Sonoma Valley Railroad Company, and Thomas W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

P. DONAHUE, President.
THOMAS W. JOHNSTON, Secretary.

Subscribed and sworn to before me this twenty-third day of August, 1884.

J. T. KINGWELL, Notary Public.

SOUTH PACIFIC COAST RAILROAD COMPANY.

Names and Residences of Officers and Directors.

A. E. Davis, President	San Francisco, California
Joseph Clark, Vice-President	San Francisco, California
George H. Waggoner, Secretary	San Francisco, California
John Rosenfeld	San Francisco, California
R. M. Garratt	Alameda, California
Charles Iverson	Alameda, California
Edward Banon	Mayfield, California
J. E. Jones	Tombstone, Arizona

Business Address of the Company.

Office at Ferry Slips, foot of Market Street ..... San Francisco, California

The South Pacific Coast Railroad Company was incorporated March 29, 1876, and not formed by consolidation of any other companies.

Capital Stock.

1. Capital stock authorized by charter	$1,000,000 00
2. Capital stock authorized by votes of company	1,000,000 00
3. Capital stock issued [number of shares, 10,000]; amount paid in	1,000,000 00
6. Amount of capital stock issued, but not full paid	None
7. Amount per share still due thereon	None
8. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	6

Debt.

14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property		$2,841,140 81
All other debts, current credit balances, etc.		
16. Total gross debt liabilities		$2,841,140 81
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	$25,550 07	
Material and supplies on hand	25,013 60	
Other securities and debt balances	346,993 92	
		397,557 59
18. Total net debt liabilities		$2,443,583 22

Cost of Road, Equipment, and Property—Road and Branches.

Construction.

	To December 31, 1883.
1. Grading and masonry	$385,425 32
2. Bridging	102,780 72
3. Superstructure, including rails	392,466 78
4. Land:	
Land damages / Fences	148,583 52
5. Passenger and freight stations	49,953 35
6. Engine houses, car sheds, and turntables	11,750 97
7. Machine shops, including machinery and tools	40,153 82
9. Engineering	51,028 92
Agencies, salaries, and other expenses during construction	194,988 32
	418,566 77
11. Total cost of construction	$1,795,698 49

Equipment.

	Number.	To December 31, 1883. Cost.
12. Locomotives	14	$119,604 95
14. Parlor cars	2	12,920 02
16. Passenger cars	51	163,234 85
Mail cars / Baggage cars	7	13,300 00
17. Freight cars	377	165,828 43
Other cars and trucks	80	8,356 69
Three steamers (ferryboats)	------	463,699 56
18. Total for equipment	------	$946,944 50

Property Purchased and on Hand Not Included in Foregoing Accounts.

27. Whole amount of permanent investment	$2,742,642 99
29. Amount of supplies and materials on hand	25,013 60
30. Cash and cash assets	377,543 99
31. Total property and assets of the company	$3,140,200 58

Expenditures Charged to Property Account During the Year.

1. Grading and masonry	$105 10
2. Bridging	24 50
3. Superstructure, including rails	2,625 89
4. Land:	
Fences	333 13
5. Passenger and freight stations	1,980 02
7. Machine shops	2,871 24
8. Engineering, agencies, salaries, and other expenses during construction	7,464 82
11. Parlor cars, improvement	1,450 00
13. Passenger, mail, and baggage cars [3]	9,500 00
14. Freight and other cars [14]	5,583 50
15. Purchase of other roads:	
Improvement on steamers	14 13
18. Total	$31,952 33
19. Property sold and credited to property account during the year:	
Land	38 15
20. Net addition to property account for the year	31,914 18

Revenue for the Year.

1. Derived from local passengers on roads operated by this company	$317,091 47
5. Derived from express and extra baggage	3,470 85
6. Derived from mails	5,845 84
7. Total earnings from passenger department	$326,408 16
12. Total earnings from freight department	351,360 24
15. Earnings per train mile (total passenger and freight)	$677,768 40
17. Income derived from rent of property, other than road and equipment	5,570 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.):	
Telegraph	4,494 47
Flume	15,892 76
Miscellaneous receipts	3,641 79
Wharfages	4,058 80
19. Total income derived from all sources	$711,426 22

Expenses for Operating the Road for the Year.

Class I—General traffic expenses.

1. Taxes, State and local	$11,997 92
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	14,637 76
Advertising	6,356 82
Stationery and printing	5,601 22
Rent	19,500 00
Legal services	6,547 32
Repairs of machinery and tools	3,006 10
Flume, wages, and repairs	12,948 61
4. Telegraph expenses and repairs	3,584 00
5. Total	$84,179 86

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	$45,118 87
5. Repairs of bridges	4,079 97
6. Repairs of buildings and fixtures (stations and turntables)	2,744 14
8. Repairs of fences, road crossings, and signs	477 69
10. Repairs of locomotives	11,832 21
12. Repairs of tunnels	66,784 27
19. Total	$71,037 15

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, baggage, and freight cars	$15,880 39
3. Damages and gratuities, passengers, freight and property	6,047 76
4. Salaries, wages, and incidentals of passenger and freight trains	124,045 92
Salaries, wages, and incidentals of ferries	162,352 06
5. Salaries, wages, and incidentals of passenger stations	50,196 56
8. Total	$358,522 69

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	$513,739 70
13. Total expenses	$513,739 70

General Balance Sheet at Closing of Accounts, December 31, 1883.

Debits.

Cost of road	$1,795,698 49
Cost of equipment	946,944 50
Supplies and materials on hand	25,013 60
Cash, cash assets, and other items	372,543 99
Total	$3,140,200 58

Credits.

Capital stock	$1,000,000 00
Other debts:	
Due Treasurer	1,791,322 94
Sundry balances	49,817 87
Profit and loss (profit)	299,059 77
Total	$3,140,200 58

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1883.

	Debits.	Credits.
Balance, January 1, 1883		$101,373 25
Revenues		711,426 22
Expenditures	$513,739 70	
Balances, December 31, 1883	299,059 77	
	$812,799 47	$812,799 47

NOTE.—Interest on capital invested and deterioration of value of the properties not considered in above account.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Dumbarton Point to Los Gatos	June 1, 1878
From Los Gatos to Alma	August 9, 1878
From Alma to Wrights	May 1, 1879
From Wrights to Junction at Felton	May 15, 1880
2. Length of main line of road	45.300 miles
Length of main line in California	All
6. Total length of branches owned by the company	None
11. Aggregate length of siding and other tracks not enumerated above	9.839 miles
12. Same in California	All
13. Aggregate length of track belonging to this company computed as single track	55.139 miles
14. Same in California	All
16. Number of spans of bridges of twenty-five feet and upwards, in California	11
18. Number of wooden bridges (aggregate length, — feet), in California	11
19. Number of crossings of highways at grade in California	36
21. Number of crossings of highways under railroad, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	38
27. Number of railroad crossings at grade	1
At Santa Clara, crossing the Southern Pacific Railroad.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. *Names, Description, and Length of Each.*

Name of Company.	Termini.		Length (Miles).	Dates of Lease.
	From—	To—		
Bay and Coast Railroad	Alameda Point	Newark	24.1	No terms agreed upon yet.
Bay and Coast Railroad	Alameda Point	Center of bridge San Antonio Creek	1.1	
Oakland Township Railroad	Center of bridge in San Antonio Creek	Fourteenth Street, Oakland	0.9	
Santa Cruz and Felton Railroad	Junction at Felton	Santa Cruz Beach	5.9	

31. Total length of above roads	32
34. Total miles of road operated by this company	87.139
35. Total miles of road operated by this company in California	All
36. Number of stations on all roads operated by this company	39
37. Number of stations on all roads owned by this company	14
38. Same in California	All
39. Miles of telegraph on line of road operated by this company	145
40. Miles of telegraph owned by this company	None
41. Number of telegraph offices in company stations	18
42. Number of telegraph stations operated by this company	24
43. Number of telegraph stations operated jointly by railroad and telegraph companies	24

Rolling Stock.

	No.	Average Weight.
1. Locomotives	14	30,000
Average weight of engines in working order		38,000
Maximum weight of engines in working order [57,000]		
2. Tenders	14	9,800
Average weight of tenders full of fuel and water		22,000
Maximum weight of tenders full of fuel and water [30,000]		
Average joint weight of engines and tenders		39,800
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [38 feet]		
4. Total length of heaviest engine and tender over all [44 feet]		
6. Passenger cars	53	
Average weight		18,000
Maximum weight [25,000]		
7. Mail and baggage cars	7	15,000
8. Eight-wheel box freight cars	88	11,000
10. Eight-wheel platform cars	289	7,800
12. Other cars	80	500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	377
15. Number of locomotives equipped with train brakes	13
16. Number of cars equipped with train brakes	48
17. Number of passenger cars with Miller platform and buffer	48

Mileage, Traffic, Etc.

1. Miles run by passenger trains		255,851
2. Rate of speed of express passenger trains, including stops	$20\frac{1}{2}$	
3. Rate of speed of accommodation trains, including stops		
4. Miles run by freight trains		98,200
5. Rate of speed of express freight trains, including stops	12	
7. Miles run by other trains, and for what purpose (mixed)	9,750	
Switching	62,710	
Work	8,379	
		80,839
8. Total train miles run		434,890
9. Total number of passengers carried		1,130,835
Number of through passengers going east (or north)		12,559
Number of through passengers going west (or south)		10,492
Number of local passengers going east (or north)		549,655
Number of local passengers going west (or south)		558,129
10. Total passenger mileage, or passengers carried one mile		15,742,905
11. Passenger mileage to and from other roads:		
Average number of miles traveled by each local passenger		$12\frac{54}{100}$
Average number of miles traveled by each through passenger		80
Average number of miles traveled by each passenger, through and local		13.92
12. Number of tons freight carried (not including gravel)		$196,633\frac{671}{2000}$
Number of tons freight in this State, carried		See above

13. Total freight mileage, or tons carried one mile	7,177,547
15. Highest rate of fare per mile for any distance (excluding one mile)	$7\frac{1}{5}$ cents
16. Lowest rate of fare per mile for any distance (single fare)	$\frac{1}{2}$ cent
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	$1\frac{94}{100}$ cents
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	$3\frac{24}{100}$ cents
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	$.0\frac{66}{100}$ cents
20. Average rate of fare per mile for all passengers	2.02 cents
21. Highest rate of freight per ton per mile for any distance	15 cents
22. Lowest rate of freight per ton per mile for any distance	3 cents
23. Average rate of local freight per ton per mile on roads operated by this company	8 cents
25. Average rate of freight per ton per mile for all	8 cents
26. Average number of cars in passenger trains (including baggage cars)	5
27. Average number of cars in freight trains—basis of eight-wheel	25
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	78 tons
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight)	140 tons
30. Number of persons regularly employed by company, including officers	360
Average pay of employés, other than officers	$4 per day
Average monthly pay of engine drivers	100 00
Average monthly pay of passenger conductors	85 00
Average monthly pay of freight conductors	65 00
Average monthly pay of baggage masters	60 00
Average pay of brakemen, flagmen, and switchmen	1 70 per day
Average pay of section men	3 25 per day
Average pay of mechanics in shops	1 70 per day

Relating to Passengers.

1. Total season ticket passengers (round trip)	176,266
2. Passengers to San Francisco (including season)	472,733
3. Passengers from San Francisco (including season)	481,168
4. Season ticket passengers to and from San Francisco (one round trip daily)	176,266

List of Accidents in California.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				5		5		5
Employés	1	7			1	7	1	7
Others			1	7	1	7	1	7
Totals	1	7	1	12	2	19	2	19

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track, December 31, 1883.				
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
*Main Line and Branches.	From—	To—	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State	Newark	Junction at Felton	45.30	45.30	45.30	9.84	(b) 55.14
Total on whole road, December 31, 1883			45.30	45.30	45.30	9.84	55.14

The length of rail is double the length of single track, column (b) above.	December 31, 1883.					
	Within the State.			Total.		
	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail	111⅓	39.28	4,373	111⅓	39.28	4,373

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. E. Davis, President of the South Pacific Coast Railroad Company, and George H. Waggoner, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1883.

A. E. DAVIS.
GEORGE H. WAGGONER.

Subscribed and sworn to before me, this twenty-seventh day of March, 1884.

JAMES L. KING, Notary Public.

FOLD OUT

ABULATAD COMPANIES

Broad	Number of Shareholders. In California.	Total.
Amador Bra	11	12
Berkeley Bra	9	10
Black Diamo	----------	----------
California N	----------	----------
California Pa	37	130
California So	3	241
Central Paci	----------	2,198
Los Angeles	8	9
Los Angeles	9	10
Monterey Ra	9	10
Northern Ra	19	20
. Pittsburg Ra	3	52
. Sacramento a	18	20
. Salmon Creel	----------	----------
. San Francisc	5	5
. San Pablo an	16	17
. Southern Pac	31	37
. Stockton and	12	14
. Vaca Valley	7	7
. Visalia Railr	85	85
Totals for	282	2,877
N		
. Bay and Coa	5	5
. Bodie and Be	10	11
. Mendocino F	5	5
4. Monterey an	6	6
5. Nevada Coun	134	134
6. North Pacific	9	10
7. Pacific Coast	9	10
8. San Joaquin	13	13
9. San Rafael a	----------	----------
10. Santa Cruz R	----------	----------
11. Santa Cruz a	92	92
12. Sonoma Vall	7	7
13. South Pacific	6	7
Totals for	287	292
Grand tota	569	3,169

* Black Diam
† California N

REPORT

OF

COMMISSIONER W. W. FOOTE.

[THIRD DISTRICT.]

REPORT.

BOARD OF RAILROAD COMMISSIONERS
OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, January 20, 1885.

To his Excellency GEORGE STONEMAN, *Governor of the State of California:*

SIR: The constitutional mandate, requiring the Board of Railroad Commissioners to report annually to the Chief Executive of the State, has been complied with by a majority of the Board, and as it is impossible for me to agree with many of the suggestions contained in that report, I avail myself of what I conceive to be not only my right, but my duty, to address you in this way.

If I comprehend the high-sounding rhetoric which runs through the majority report, my associates deny my right to be heard, save and except my suggestions meet their views, and have their official sanction. They commence their report with a plaintive appeal or protest to your Excellency, intended to have the effect of preventing any report from myself accompanying their own, or appearing in the same volume in which theirs is printed.

They commence by saying that the "Commission is a separate and independent office, and within its sphere, and power, and duty, it has no superiors; as its last official act for each preceding year, it is required to report, not to the chief of a subordinate staff or bureau, but to the Governor of this State."

Your Excellency is also informed by my associates that the "act of a majority is the act of the Commission," a constitutional provision applicable alike to all boards or commissions established by law; yet, until now, I have never heard it seriously asserted that a minority member had not a right to express his views, whenever they failed to agree with the opinions entertained by a majority of his associates.

Referring to the publication of the last annual report of this Board, my associates have this to say:

In due time an imposed copy, properly indexed, was received from the Superintendent of Public Printing, and with final corrections returned as originally submitted, in form and substance the report of the Commission.

That it would be issued as thus received from this office was not only a presumption of law, but also of appearance.

That it was nevertheless sent out with a companion piece, by Commissioner Foote, never submitted to his colleagues, and signed by him a "review," a "communication," and a "report of my own," is a fact of which the book is the best and only evidence of the private communication thus thrust upon its last report.

But waiving for the present exceptions to the communication *per se* and those which might be taken to its publication, it should once for all, upon the plainest principles of law, justice, and common sense, be distinctly understood that the inevitable minority of this Commission never was, or is, upon any assumption of incompatible "*good faith,*" a separate institution as a negative adjunct to the Commission.

It may exercise a dissenting, but not a divided authority as one member of a constitutional body, two of whom must unite for all practical administrative purposes; his acts take an official character only when submitted to his colleagues; and if there be in official comity, or contemplation of law, such record as a minority report, it must go to the same general subjects as the regular annual report, and be made within the time and in the mode prescribed by the Constitution and law—within the purview of which the Commission is the tribunal of last resort. Hence there can be no color of authority in any member or ministerial agent of this Commission to publish as its own act a querulous review of its annual report and a scattering proclamation of hostility to its administration.

It is, therefore, respectfully submitted that the publication by the Executive Department of the State Government, without requisition or authority, of such a *redundant afterpiece as a report upon a report,* was one of those inadvertent mistakes which should not be made a precedent.

Notwithstanding the objections of my associates, I shall exercise the right to report to your Excellency my views and opinions, and having done that, such a course can be taken as to their publication as your sense of right and fairness, and your views of the law justifies or demands in the premises. And in this connection, I beg to call your attention to this fact, that in every Court or Board, a minority member has the right to express his views, and in the law reports of this State the "dissenting opinions" of Judges are always published in immediate connection with the "majority opinion."

This was the course frequently pursued by Commissioner Carpenter when he was Supreme Court Reporter of this State, and it seems strange now that he should desire to introduce a different rule with regard to a member of this Commission, of at least equal authority with himself, but who is unfortunate in the fact that he has not a brother member of the Board to vote with him upon all disputed questions which arise.

You can readily perceive why I did not submit my former report to my associates. It is thus explained in that report itself:

On the seventh day of January, 1884, at about twelve o'clock noon of that day, I was at the office of the Board of Railroad Commissioners, in the City and County of San Francisco. Commissioners Carpenter and Humphreys were both present. Mr. Carpenter went to his desk, and from one of the drawers thereof drew forth a roll of manuscript, which he presented to me with the remark that this was his report, and as the year in which the report should be filed had about expired, he desired to send it to Sacramento that same afternoon. I took the report and saw, after a moment's perusal, that it would be impossible for me to even read it all casually, much less digest its contents, in the brief time allotted me for the purpose. After reading a few pages, I said to Mr. Humphreys that the report seemed to have been prepared with the idea that I would not sign it, and the remark was made upon the discovery of several passages in the report highly laudatory of the self-styled "majority of one," and reflecting, as I then thought, and still think, very seriously upon the intelligence or good faith of my actions as a member of the Board. Mr. Humphreys said that he had not read the report carefully, but that he would sign nothing which reflected upon me. It is but justice to Mr. Carpenter to state that he expressly disclaimed the intention which I had imputed to him. Mr. Carpenter likewise informed me that the statistical portion of the report had been carefully compared with the original documents on file in our office, and that it was literally accurate. A few minutes after this conversation occurred (which interval had been occupied by myself in reading that portion of the report which is mainly devoted to a defense of the acts of the majority), all three of the Commissioners went into the next room, which is occupied by the Secretary of the Board, Mr. W. R. Andrus, who was then present. I here announced that, for reasons which were sufficient to my mind, I should decline to sign the report; at this time all three of the Commissioners were standing about the room. Without any pretense of coming to order, Mr. Carpenter moved the adoption of the report, which motion was seconded by Mr. Humphreys with a promptness that somewhat astonished me, recollecting, as I did, that only a few moments before he had stated that he only knew of its contents in a casual way. Such celerity of action upon the part of Mr. Humphreys, touching the adoption of an annual report of the Board, the contents of which he was professedly ignorant of, was at the time, and still is, very mystifying to me. After the adoption of the report, a motion was made to send the same to the Governor, with an order for printing two thousand copies, for which motion I cheerfully voted, as I desired to preserve so valuable a document in a more enduring form than it then was, and also for the reason that I might some day be able to give the contents an attentive perusal, no copy of it having been retained in our office. After these proceedings had taken place, Mr. Carpenter

placed the report in my hands, that I might have the stenographer of the Board take down and transcribe for me such portions of the report as I desired, during the afternoon of the seventh of January, 1884. This service Mr. Girvin performed for me in about an hour, and subsequently wrote out his shorthand notes, which transcription is all I have had to use as the basis of whatever I may have to say concerning the report of the majority. I shall assume the right to criticise this report with the same freedom which has characterized the utterances of the author of the document, when commenting upon my official actions.

Under such circumstances as those above narrated, it would have been a mere idle and useless formality for me to submit my report to my associates. It might have resulted in an unseemly contest, and would only have placed me in the position of having my report smothered in the Board itself.

PRESENT ANNUAL REPORT OF THE MAJORITY.

As I dissent from most of the views expressed in the report of my associates, and am not desirous of self-stultification, I did not sign that document, preferring to give some views of my own, which I shall proceed to do, after giving you a brief history, so far as I understand it, of the preparation and adoption of the present majority report.

Several months ago, during the absence of Mr. Carpenter, the Secretary of the Board was directed to prepare and send to the State Printer certain reports from the railroad companies, and documents which appear in the appendix to this report, to the end that we might not be crowded in its preparation when the time for reporting actually came to hand. This was done, and since that time to the present moment I have never heard from my associates anything concerning their report, save what follows: On Monday, the fifth day of January, 1885, the majority report was presented to the Board by Mr. Carpenter. At that time I was in Sacramento, but before leaving told Mr. Andrus, the Secretary, that if the report came in or a meeting was called, to tell my associates where I was, and that I would return immediately if notified by telegraph. *Our meetings are now held at the call of the Chair.* On the day before mentioned Mr. Carpenter called a meeting for the purpose of considering and adopting this report, and was informed by the Secretary of my whereabouts and my desire to be present. Mr. Humphreys, as I am informed, was at first in favor of sending me the notification requested, and postponing the matter until I could be present, but subsequently changed his mind and joined with his associate in adopting the report during my absence. The majority of the Commission then signed the report and sent it to Sacramento by Secretary Andrus, with instructions to find me and allow me the privilege of signing the same if I desired; the Secretary was then instructed to hand the same to yourself.

Mr. Andrus reached Sacramento Monday night, found me, delivered his message, and handed me the report. I asked him when he designed handing in the report. He replied, the next morning. I then looked at it casually, discovered the bombastic protest it contains against my making a report without the consent of my associates, immediately concluded that I did not desire to even partly father any such production, and told Mr. Andrus he could present the report whenever he chose. It was handed to you on Tuesday, and as you will remember, you kindly allowed me to take and read

it. These are the exact facts concerning my connection with this majority report, and my opportunities for examining the same. As showing to your Excellency the cordial and harmonious feelings existing between myself and the other members of this Board, I here insert and extract from the *Evening Bulletin* of the seventh of January, 1885:

CARD FROM RAILROAD COMMISSIONERS.

EDITOR BULLETIN: In your issue of the sixth instant we find the inflated special following:

"RAILROAD COMMISSION REPORTS.

"SACRAMENTO, January 6.

"W. R. Andrus, Secretary of the Railroad Commission, arrived here last evening with the report of the Board, which has been filed with the Governor. W. W. Foote, minority member of the Board, who is also here, says he came up to read the report, as the other members have not invited him to peruse it below. Now that he is familiar with the majority report, he says he will write a review of it, giving his side of the controversy, which will be filed with the Governor in a few weeks."

The wind with which this special is bloated is about all there is in it. The facts are that having completed the report of the Commission for the past year, on the fourth instant we sought a conference with Commissioner Foote. For that purpose our Bailiff was sent to his office, and was there informed by some one in charge of it, that either that morning or the day before he had gone to Sacramento, saying, as he left, that a telegram could find him there. Upon receiving this information we adopted and forwarded the report by Secretary Andrus, instructing him to give Commissioner Foote an opportunity to read and sign it. The Secretary has not yet reported, but we presume he did as directed. At any rate we had reason to believe, and did believe, that Commissioner Foote would be found where the sensational special leaves him.

Very truly,

G. J. CARPENTER.
WM. P. HUMPHREYS.

SAN FRANCISCO, January 8, 1885.

You will observe that the persons who sign that card do not even pretend to know whether the Secretary had obeyed his instructions, or whether I was responsible for the publication of the dispatch. As a matter of fact I had nothing to do with the preparation or publication of the dispatch, and did not furnish the information contained therein, and, besides, am not in the habit of making complaints to newspapers or others of my official associates.

The unseemly and indecent haste with which my associates rush into print to besmirch a fellow Commissioner, and clear their skirts of the charge of a want of official comity, is a proof to my mind that they never intended I should see their report until it was prepared, considered, and ready for adoption, and I am led to this conclusion by the fact that the report *was never seen, even by the Secretary of the Board, until presented for adoption.* These things are of trifling importance in themselves, but I deem it my duty, to myself, and to the people of this State, to let them know through you the interior workings of this Board of Railroad Commissioners, the members of which were elected as the custodians and protectors of the people's rights against what I deem to be the merciless exactions of the railroad corporations of this State.

WHAT WAS ACCOMPLISHED LAST YEAR.

A large portion of the majority report is taken up in the discussion of the subject of "Freights and Fares," and what has been done by this Board since its members went into office on the ninth of January, 1883.

MR. HUMPHREYS' FARE SCHEDULES, AND OTHER MATTERS.

The "Humphreys fare schedule," which is the four and six cent rate, and Mr. Carpenters' "inland freight" rates, were both reported upon at length in the last annual report, but my associates seem so infatuated with their handiwork that they devote much of their space in the present report to a discussion of the same subjects. Concerning the Humphreys schedule, the majority report says:

> The Humphreys schedule of passenger rates, establishing maximums of four and six cents per mile, on the roads owned and operated by the Central Pacific Railroad Company, is still in force. Upon the common sense theory of differential as opposed to a uniform rate, it is adjusted to the volume and vicissitudes of passenger traffic on the roads to which it applies.

And, after quoting certain figures furnished by the Central Pacific Railroad Company, designed to show the average passenger rates, the report proceeds thus:

> Upon this exhibit of diversified and average passenger rates, reconsidered and tested by the conditions of service, it is now, as it was on the nineteenth day of August, 1883, the deliberate judgment of this Commission that the maximums established conform to the right rule of decision, and are just and reasonable.
>
> Without the favor of assuring approval, or the fear of forbidding opposition, by reason of the law and the facts, the Commission made and now adheres to its decision.

This I take to be a solemn declaration, upon the part of Messrs. Carpenter and Humphreys, that passenger fares upon the Central Pacific Railroad, and its leased lines, are low enough, and ought not in justice to be further reduced.

To this declaration I cannot conscientiously subscribe. In my former report I demonstrated that the Humphreys schedule made an average reduction of less than *two per cent.* This statement was based upon the actual figures furnished by the company, and has never been controverted.

In the appendix to the present majority report appears the Humphreys schedule in full, showing the old and new rates. At first glance these figures would show to those uninitiated in railroad matters something which looks like a substantial reduction. These apparent reductions are all based upon *single trip first class unlimited tickets* to and from the various stations. It is a well known fact that the railroad company has for years been, and is now, issuing "round trip" and "limited tickets," which are lower than the rates prescribed by the Humphreys schedule. For illustration, the following table shows only a few of the places where such tickets are sold, and as will be observed, the fares charged by the railroad company are all lower than those permitted by the Humphreys schedule:

	Round Trip Tickets, Good for 30 Days	Single Trip Tickets	Difference in Favor of Round Trip Tickets
From San Francisco to Tracy and return	$5 00	$2 65	$0 30
From San Francisco to Lathrop and return	5 00	3 10	1 20
From San Francisco to Stockton and return	5 00	3 30	1 60
From San Francisco to Sacramento and return	5 00	3 30	1 60
From San Francisco to Modesto and return	7 00	3 90	80
From San Francisco to Ripon and return	6 40	3 55	70
From San Francisco to Livingston and return	9 50	4 85	20
From San Francisco to Atwater and return	10 00	5 10	20
From San Francisco to Merced and return	10 75	5 40	05
From San Francisco to Los Angeles and return	34 00	21 70	9 40
From San Francisco to San Gabriel and return	34 75	22 10	9 45
From San Francisco to Downey and return	34 85	22 20	9 55
From San Francisco to Santa Ana and return	36 25	23 05	9 85
From San Francisco to Colton and return	34 85	24 00	13 15
From San Francisco to Sheridan and return	8 60	4 50	40
From San Francisco to Marysville and return	9 00	5 10	1 20
From San Francisco to Biggs and return	11 10	5 95	80
From San Francisco to Chico and return	13 35	6 85	35
From San Francisco to Woodland and return	6 00	3 10	20
From San Francisco to San José and return	3 25	1 70	15

The round trip rates, given in this table, include fare both ways. The single trip rates, contained in the second column, are those established by the Humphreys schedule, and are based upon a four and six cent rate, and some of them are based upon a combination of both rates. The fares named in this table are only a few of those at which round trip tickets are sold. As will be seen at a glance, in every instance given, the so called reductions, made by the Humphrey's schedule, are largely in excess of the rates voluntarily given by the railroad company itself.

When it is remembered that the bulk of the travel in this State between populous places is done upon round trip tickets, the "material reductions," promised to be made by this Board, dwindle to the most trifling insignificance.

UPON WHAT PRINCIPLE FARES SHOULD BE BASED.

In discussing the fare schedule my associates lay great stress upon the fact that "differential rates" as opposed to a "uniform rate" is the true principle, and the one upon which they have proceeded, and to which they propose to adhere. These being their views, it is manifestly impossible to lower present rates of fare during the existence of this Commission, as now composed, but my individual views now are, strengthened as they have been by experience, that a three cent rate over the Central Pacific, and its leased lines, would afford needed relief to the traveling public, and do no injustice to the companies affected thereby.

The three cent rate prevails in Illinois, Texas, and other States. The Reagan bill, which has just passed the National House of Representatives, provides as follows: "Nor shall any railroad company,

or its officers, charge to or receive from a person who is to be conveyed from one State or Territory into another, any sum exceeding three cents per mile for the distance to be traveled by such person," and a violation of this clause is provided for by appropriate penalties. In the Iowa Commissioners' last annual report, occurs this language, which, as I contend, is in favor of the practice of uniform rates: "The Iowa Commissioner law contemplates for the transportation of persons and property at reasonable rates, and expressly says that unreasonable rates shall not be charged. The determination of what is reasonable is not in its nature a legislative, but a judicial act, to be reached by careful and patient investigation. The railway manager has the best means of knowing what is reasonable, and ought, when called upon, to be able to give satisfactory reasons for the rate he makes. It is difficult to give a general answer that will cover all cases of what should be reasonable charges for transportation. A main line of road whose business is large, whose grades are easy, and is equipped with all the conveniences and facilities for handling the traffic offered, can do its work cheaper there than it can on a branch line where there is little to do, and whose operating expenses can hardly be earned, but, as we understand, this furnishes no reason for extortionate or even paying rates on the branch lines. It is proper that the main line should contribute to the expense of operating the non-paying branch, as it is from the contributions furnished by these branches that the grand aggregate is made, that makes the main line profitable. The cost of doing the work on the branch line obviously should not fix the rate, because it would work hardship on those compelled to do business with it, and public policy seems to require that, as far as practicable, all parts of the country should get as nearly uniform rates as circumstances will admit." And on pages eighty-eight and eighty-nine of the same report, the Iowa Commissioners thus proceed: "These carriers, or, as it is now in our State, the railroad corporations, have been granted extraordinary gifts and powers for the very purpose of serving the general public as *common carriers.* This is their proper and legitimate business, and when they step outside of this, and by a system of discriminations destroy, or even interfere with, the natural flow of business of the towns and producers who have created and empowered them, and whose creatures they are, then should not the power that granted to them extraordinary rights and privileges step in and say, 'Thus far shalt thou go and no farther?'"

The great fact stands out clear and distinct, that the very existence of the railroads in the State is a result of a solemn compact between the public and these corporations. The public yielded up its rights and granted large subsidies for the purpose of having the cheapest and most convenient carrying system possible, and that, too, without any interference with its natural laws of trade and commerce.

Does not then public policy demand that railroad companies which have accepted charters under these conditions and with these expectations in the mind of the general public, viz.: that every station should have fair and equal rates according to its location, should now fulfill their part of the contract?

If it be a fact (which is much doubted) that rates have been cut down so low at these competing points that there is no profit in hauling the freight from these way stations at the same or lower rates, then we would say, let the tariff be revised.

It may be held by all those best informed in these matters, that the rates now charged from these non-competing points are fair and reasonable; yet so long as it is a patent fact that stations at competing points, and further from the same market sought, have less rates, the common man doing business at these non-competing points will feel that he is unjustly discriminated against.

We would suggest to railroad corporations whether or not, in the long run, the good will of their patrons would not be really of more worth to them than the little extra freight charges made by this kind of discrimination."

COMPETITION AS A FACTOR IN FIXING RATES.

In all the discussions which I have ever seen upon the question of fixing rates upon railways, the word "competition" has been most frequently used. When a question of low rates is involved which is caused by competition, then the argument of "cost of service," "character of country traversed," and other familiar devices for deceiving the public so often used by railroad managers, are thrown to the winds, and for the time being abandoned. Along the line of the watercourses of this State, freight rates are comparatively reasonable, due to the fact of natural competition; so is it true when there are parallel lines of road operated by different companies, as, for instance, between San Francisco and San José. The fact is, that this question of competition is something of a bugbear, used to frighten public servants from performing their duties, or giving them a plausible excuse for neglecting them, and has been given greatly more weight than it is entitled to. The following language from the Iowa Commission expresses my views precisely upon this question, and I think could be profitably perused by all those oracles who are continually justifying exorbitant rates for the reason that, they say, such rates do (and, as they say, ought to) prevail at non-competing points:

One of the crowning glories of Iowa is that she is bound, sooner or later, to be dotted all over with small, thriving, and intelligent towns, or rather villages. These towns will be the centers of trade, and the market places for enterprising and thrifty farmers within a radius of a few miles of these villages. Comparatively few of these towns will have more than one railroad to take away the products and bring in the goods for that town and the surrounding community.

The question is, should these numberless small towns have rates so that farmers can haul their products to them, and get as good prices for them as in towns as far or farther from the main market, on the same line of road, but which have competing lines of road? *We unhesitatingly answer, yes.*

Our reasoning is this: In the first place the public has given great privileges to railroad companies for the very purpose of having these roads for the *public* good. The producers of the State are, in a great measure, the public. They, too, are the ones who have in reality given more to these roads than any other class.

Has not every farmer who has taken a homestead inside the railroad grants virtually given eighty acres of that homestead to the railroads? And every man who has taken a preëmption, given $1 25 more an acre for that preëmption than he would had he gone outside the grant? Does not the man who buys odd sections in these grants pay from three to ten dollars per acre for his farm, which he could have got by homestead or preëmption had no grant been made? Have not these farmers thus done their part in a contract, implied though it may be, that promised them equal and reasonable shipping facilities and rates?

A station is established within easy distance of a man's farm. Ten or twenty miles further away from his farm, and also further away from the market to which he naturally sends his products, there is another town having competing roads to this same market. His station has only one. Now, shall the railroads at the competing station give such rates as shall compel that farmer to haul his produce these extra ten or twenty miles in order to get the price the market will really bear, or what he would have received at his own station did the railroad carry his stuff over shorter distance as cheaply as they do over the longer distance, but from the competing point? One of the great arguments used in favor of granting lands and aids to

railroads has been this, viz.: The nature of the soil in this State is such that in some seasons of the year the wagon roads must necessarily be bad if much used in hauling heavy loads, and to have railroads, with stations at convenient distances, would obviate this heavy tax of drawing the farm products so far over these bad roads. This was one of the considerations in making grants, vesting rights, and voting aids to railroads. Now, shall the farmers have what they have paid for and expected? We are well aware of the arguments used in favor of the less comparative expense of the long haul, and of all that can be said of the saving of time in running *through* trains, and of the bother and expense of setting out and picking up single cars at these way stations. Still, does this alter the obligations of the contract, implied, if not specified, when the right of eminent domain was yielded, and the grants of land were made, and the money aid voted, and the private donations paid, that all should have fair and equal facilities?

Do not the farmers, who are naturally contributory to these way and non-competing stations, have rights in this matter? It certainly seems to the Commissioners that the railroads should consider the reasonableness of the complaints made by the producers, naturally contributory to these non-competing points. When it is remembered that these discriminations in rates are sometimes the arbitrary rulings of freight agents, who, from the very nature of their positions and occupations, can have but little sympathy with the farmers, and also that these agents are the mere hired men of corporations, whose individual members may live so far outside of our State as to know nothing of the rulings of these agents, or of the difficulties and obstacles farmers meet with in opening up this country, so as to make their railroading possible, the tyranny of such discriminations becomes all the more odious and unbearable, and the need of interference by proper authorities all the more clear and urgent.

Every man doing business with a railroad company wants his freight carried in the shortest practicable time and delivered in the same condition it was received. * * * He wants his rates as low as practicable, and to comply with the foregoing. Cheap rates, as business is now generally done, will not compensate for unreasonable delays. He does not, however, want his business done at a loss to the carrier; for he knows that the loss must be made up, and a portion of it at his expense, often when he cannot require those who have been benefited by the reduced rates to contribute to the high rates. The railway tariff that brings out the greatest volume of business, and at the same time makes a reasonable return for services rendered, is the best, both for the companies and the public. We have thought that one strong road should be more valuable to a community than two weak ones; that it should be to the interest of the strong road to furnish every facility to build up the business, the manufactories, and give prominence to the points from which they have no rivals in the carrying trade. On the contrary, strange as it may appear, they furnish all possible facilities and the lowest rates to the points where they cannot hope to more than divide the business, and by the rates they fix render it impracticable to build up industries, where, if built up, they would reap the sole advantage. They compel the man of enterprise and capital to abandon the non-competitive point and establish his business where they must divide the carrying with rival routes. We have often wondered why this should be, and have never received a solution that was at all creditable to the sagacity of the party fixing rates. To arrange tariffs in such a manner as to develop at non-competing points trade and manufacture would in many ways be advantageous to the railway companies. Towns always grow where there is remunerative wages for labor, and whatever develops a demand for it attracts the supply. The increase of population increases the wants to be supplied, and increases travel, which belongs to their lines alone. To build up large manufacturing interests at non-competitive points, by the exercise of reasonable and judicious rates, would tend to solve many of the difficulties that now disturb the relations of the companies. We cannot resist the conviction that the railway manager, in his treatment of this branch of his relation with the public, has been governed more by the amount that could be realized at once than by the broader scope that should cover the future possibilities of the territory that he occupies and the expansion of his business.

The Railroad Commissioners of Missouri take substantially the same view of the subject. At page 30 of their last annual report they say:

In concluding these remarks we desire to call the attention of the public, and especially of railroad officials, to the suicidal policy of discriminating against way traffic in favor of through business. It is claimed by the carrier that he is compelled to take whatever he can get for his through freights, etc., and that if his customers get a *fair* rate they have no reason to complain. The gist of that argument is simply this: The carrier is compelled by competition to accept rates at competing points *below* average remunerative rates, and in order to make a profit on his business he must exact rates at non-competing (or way) points that are correspondingly *above* average remunerative rates. The *fairness* of this practice is not likely to be seen by the shipper at a way point. But be that as it may, and aside from the legal aspect of the case, the disastrous effect of this policy upon the carrier cannot be disputed. Its direct, immediate, and constantly operating effect is to draw trade from the way points, where extra remunerative rates are received, and to concentrate it at the competing points, where only non-remunerative rates are to be expected.

MAXIMUM AND MINIMUM RATES.

Our Board has often been told that the railroad companies objected to the fixing of "maximum rates" because the corporations were compelled to charge high rates upon certain classes of goods in order that they might give low rates upon others. It has even been intimated, if not positively asserted, that certain classes of freight have been constantly transported at a loss. This argument is old and familiar. It is not peculiar to California corporations, but with its twin sister, "competition," has been made the burden of many a corporation song. I do not believe that any common carrier ever voluntarily fixes rates at a figure which is below the cost of the service furnished. It would be folly for them to do so. And I am not alone in this opinion. Low grain rates are those generally cited by railroad managers in this State and elsewhere, where such alleged losses occur. This argument is thus fairly met, and its fallacy demonstrated by the New York Board of Railroad Commissioners, at pages 239 and 240 of their last annual report:

Mr. Fink's statement is that fifteen cents is the point where profit begins on cost of operating the east-bound business from Chicago. If this rate be taken for granted, which is a much higher rate than is claimed by writers who have given the subject much attention while discussing the problem from a canal standpoint, we have arrived at a point where we can determine the claim "that the railroad companies have rendered a service in transporting grain at far less than cost, which makes it possible that large cities like New York can have a dry goods trade, the loss upon which transportation must be made up by charging upon dry goods one hundred per cent more freight than the actual cost."

From the best evidence at hand it appears that the cost of moving grain from Chicago to New York over the trunk lines is from ten to fifteen cents per hundred. The price over these lines for carrying grain from Chicago to New York is now, and has been for a number of years, twenty-five to thirty cents per hundred, while first class freight is charged seventy-five cents.

If twenty-four cents is the average cost, grain, on account of regularity and volume, and the long haul, is carried very much cheaper than the average. From the practice of the roads in dealing with large shippers, we find fifty per cent is about the reduction made from tariff rates. Therefore, it is not a violent assumption to take twelve cents, it being fifty per cent reduction from the average cost for carrying one hundred pounds of grain from Chicago to New York. Now, if we take Mr. Worcester's estimate of ten cents per hundred, at twenty-five cents, the present price, the profit is one hundred and fifty per cent; or, if we take Mr. Fink's estimate of fifteen cents per hundred, which is the highest, we have, at a thirty cent rate, one hundred per cent profit. Therefore, it is quite apparent that some other freight must be found besides the seventy per cent of the east-bound grain on which to base the claim of carrying goods at a loss, in order to justify the exorbitant rates now charged upon staple drygoods.

The claim that the trunk lines have carried this class of goods "at or below cost" seems to be a fiction that needs only a little examination to dissipate; that, on the contrary, they have made a fair profit over and above cost, even upon grain, taking the basis fixed by Commissioner Fink, as before cited in the Hepburn Reports, which basis seems to be reasonable and just, when tried by every test suggested by reason or fact within reach of the Board, and therefore, there remains no reason on the premises stated why drygoods should pay an increased rate to make up an alleged loss on carrying grain from the West to New York.

"PROPOSED FREIGHT SCHEDULES."

In that portion of the majority report which discusses freight tariffs, Mr. Carpenter undertakes to convey the intimation that the freight schedule now pending before the Board and offered by myself, was his original idea, and that I have undertaken to take the credit of his labor.

The facts about this schedule are these: Whilst an order of my own was pending reducing freight rates twenty per cent on a large class of articles, Mr. Carpenter directed Mr. Andrus, the Secretary of the Board, to make a table of rates *on grain only*, equalizing the present rates, or in other words, to "scale down" the high rates then prevailing. To obtain the rate he desired, I found Mr. Andrus

was using the Illinois Commissioners' system, which is a mileage basis, to obtain the rate he desired. I had examined this system before a legislative committee, and believed it to be just and equitable. I therefore directed Mr. Andrus to continue the work, not only as to grain, but upon cattle, sheep, and hogs, flour, and millstuffs, and wool, to and from all points in the State, in carload lots of ten tons each, which work he satisfactorily performed, and the result was that after much labor the schedules were finished. Mr. Andrus then presented to me his completed work, and gave me the original, copies of which were afterwards, not before, as stated by Mr. Carpenter, given to the other Commissioners.

Whilst Mr. Andrus was preparing these schedules, I had frequent consultations with him upon the subject, and I afterwards presented them to the Board for adoption, where they still remain awaiting some figures from Mr. Gray, General Freight Agent of the Central Pacific system, before final action is taken. These schedules applied to the articles named, upon the Central Pacific and its leased lines, and they are very bulky.

As before stated, they are upon a mileage basis; and whilst Mr. Andrus was preparing them, he likewise prepared a key to the rates, showing at a glance what the rates would be under the proposed schedule. For very short distances the Illinois rate would be greater than that prescribed in this schedule, but as the distance increases the schedule diminishes the rate, as shown in the accompanying "key rates." For instance, as is shown in the key, the rate on grain for five miles would be twelve cents per mile per ton, whilst upon the same article for the distance of one hundred miles, it would be 2.25 of a cent per mile; for two hundred miles, 1.77 of a cent per mile; for three hundred miles, 1.55 of a cent per mile; for four hundred miles, 1.40 of a cent per mile; for five hundred miles, 1.32 of a cent per mile; for six hundred miles, 1.26 of a cent per mile. This key rate shows the changes upon the other articles mentioned, and as it is easily comprehended, I insert it herein:

Miles.		Key Rates on Grain, in Cents, per Ton.	12½ per cent Added to Grain Rates for Cattle, Sheep, and Hogs.	20 per cent Added to Grain Rates for Flour and Millstuffs.	50 per cent Added to Grain Rates for Wool, Carload Lots.	Cents per Ton per Mile on Grain.
Under.	Over.					
0	5	60	63	72	90	12.00
10	5	70	79	84	105	7.00
15	10	80	90	96	120	5.33
20	15	90	100	108	135	4.50
25	20	100	112	120	150	4.00
30	25	110	124	132	165	3.66
35	30	120	135	144	180	3.43
40	35	130	146	156	195	3.25
45	40	144	158	168	210	3.11
50	45	150	169	180	225	3.00
55	50	160	180	192	240	2.90
60	55	170	191	204	255	2.83
65	60	180	202	216	270	2.77
70	65	190	214	228	285	2.71
75	70	200	225	240	300	2.66
80	75	205	231	246	308	2.56
85	80	210	236	252	315	2.47
90	85	215	242	258	323	2.40
95	90	220	248	264	330	2.30
100	95	225	253	270	338	2.25
105	100	230	259	276	345	2.19
110	105	235	265	282	353	2.14

Miles.		Key Rates on Grain, in Cents, per Ton.	12½ per cent Added to Grain Rates for Cattle, Sheep, and Hogs.	20 per cent Added to Grain Rates for Flour and Millstuffs.	50 per cent Added to Grain Rates for Wool, Carload Lots.	Cents per Ton per Mile on Grain.
Under.	Over.					
115	110	240	270	288	360	2.09
120	115	245	276	294	368	2.04
125	120	250	282	300	375	2.00
130	125	257	289	313	386	1.98
135	130	264	297	317	396	1.95
140	135	271	305	325	408	1.93
145	140	278	313	334	417	1.91
150	145	285	321	342	428	1.90
155	150	292	329	351	438	1.88
160	155	299	337	359	449	1.86
165	160	306	346	367	459	1.85
170	165	313	353	376	470	1.84
175	170	320	360	384	480	1.83
180	175	327	368	392	491	1.82
185	180	334	376	401	501	1.80
190	185	341	384	409	512	1.79
195	190	348	392	418	522	1.78
200	195	358	403	430	537	1.77
210	200	371	418	445	557	1.76
220	210	384	432	461	576	1.74
230	220	395	445	474	593	1.71
240	230	405	456	486	608	1.68
250	240	415	466	498	623	1.66
260	250	425	478	510	638	1.63
270	260	435	490	522	653	1.61
280	270	445	501	534	668	1.58
290	280	455	512	546	683	1.56
300	290	465	525	558	698	1.55
310	300	475	535	570	713	1.53
320	310	485	546	582	728	1.51
330	320	495	557	594	743	1.50
340	330	500	563	600	750	1.47
350	340	510	574	612	765	1.45
360	350	520	585	624	780	1.44
370	360	530	597	636	795	1.43
380	370	540	608	648	810	1.42
390	380	550	619	660	825	1.41
400	390	560	630	672	840	1.40
410	400	570	641	685	855	1.39
420	410	580	653	696	870	1.38
430	420	590	664	708	885	1.37
440	430	600	675	720	900	1.36
450	440	610	686	732	915	1.35
460	450	620	697	744	930	1.34
470	460	630	708	756	945	1.34
480	470	640	720	768	960	1.33
490	480	650	731	780	975	1.32
500	490	660	742	792	990	1.32
510	500	670	754	804	1,005	1.31
520	510	680	765	816	1,020	1.30
530	520	690	776	828	1,035	1.30
540	530	700	788	840	1,050	1.29
550	540	710	799	852	1,065	1.29
560	550	720	810	864	1,080	1.28
570	560	730	821	876	1,095	1.28
580	570	740	833	888	1,110	1.27
590	580	750	844	900	1,125	1.27
600	590	760	855	912	1,140	1.26
610	600	770	866	924	1,155	1.26
620	610	780	878	936	1,170	1.25
630	620	790	899	948	1,185	1.25
640	630	800	900	960	1,200	1.25
650	640	810	911	972	1,215	1.24
660						
670						

This table shows "cattle, sheep, and hogs," as classed in the same class. They are now so classified by the Central Pacific tariff, but are not in the Illinois Commissioner rates; "sheep and hogs" taking a lower rate, as I believe they ought to do. The Central Pacific tariff of grain rates, to and from all points in this State, is a volume of eight hundred pages, and utterly incomprehensible to the average shipper. Besides, it is only for the use of agents. This key of rates presented herewith, which shows rates, distances, and charges on grain, practically contains all that is included in the Central Pacific tariff of grain rates. The one is confusing, the other plain and practical.

The whole of what is contained in all of the Central Pacific tariffs, which are in two large volumes, and cover thousands of pages, is provided for by the Illinois Commissioners' rates in the most simple manner *upon four pages* about the size of those of the Central Pacific books, and this includes the tariff upon all articles for the entire system of roads in the State of Illinois, which has within its territorial limits eight thousand miles of completed road.

This system could be adopted here, and a copy of the freight tariff upon all articles in the State placed in the hands of every shipper at a cost of not more than five cents per copy.

It will be observed by those who know the rates, that this key rate appears in some instances to be higher than those which now prevail. But the intention in adopting this schedule is to revise the rates where they are now higher than those appearing in the key, and when they are equal or less than those rates, they remain as now fixed. In many places in the State, where there is no competition, the rates for fifty miles are now lower than the key rates. These would remain unchanged. In many other places, for the same distance, the rate is very much higher, in many cases fifty per cent in excess of the key rates. These rates would be reduced, and unjust discrimination thereby abolished. In other words, the adoption of some such basis as this is absolutely necessary to fix charges. If, in any instance, the rates were too low, a certain per cent could be added; if too high, it could be deducted. It would prevent confusion and be a practical starting point from which some intelligent conclusion could be reached. It would do away with the apparent mystery surrounding railroad charges and tariff books, and give the people an opportunity of knowing the system upon which they were being taxed.

One of the main reasons for the great dissatisfaction which prevails among the people of this State as regards railroad management, is that shippers do not know what the rates are or upon what theory they are based, other than the oft published declaration that articles should be taxed upon the principle of "all the traffic will bear." This subject has been so ably treated by the Iowa Commissioners in their last annual report, that I avail myself of their labors and adopt their views as my own. Upon pages 92 and 93 of their report, they have this to say:

There is one very serious and significant fact the Board feel they must recognize. There is a feeling in the general mind against the supposed, or real, encroachments of corporations upon the rights of the people. The impression seems to prevail that more is paid for the conveniences and privileges given by corporations than a fair and reasonable return on the outlay or original investment. We do not say that the general public is always correct in its estimate of the investments made, or of the dividends received. The feeling referred to, nevertheless, exists in the public mind. The feeling is, in short, that too high rates are charged. If there is real cause

for the existence of this feeling, it should be carefully sought out and removed. If causeless, that fact also should be as carefully learned and shown to the people.

Should not our railroad managers ever keep in mind that they are running roads in a nation the most intelligent of any on the globe? The people the railroads serve are the peers of the men who run them. We here know and acknowledge no superior classes, and so peculiar are the relations the public hold to the railways of the country it feels it is its privilege to know, when it so wishes, what are the inside workings of these roads.

The intelligence of the public is such that it will sooner or later come to at least an approximate knowledge of what the cost of the roads should be, and what would be a fair compensation for the services rendered. The people of this State are proverbial for being fair minded, and willing to pay a reasonable price for what they receive. We think this constant distrust and suspicion which lurks in the minds of the people against railroad corporations, and which can be so easily fanned into a flame of hate by unprincipled and designing men who may not have anything to lose in any social disturbances they might be able to bring about, is altogether unnecessary.

This distrust comes from what has been supposed to be the rule (taken in its bad sense) for railroad carriage, viz.: that the rate should be all that the articles carried would bear, and still be produced for traffic. We do not say this supposition on the part of the public is correct. We merely allude to the fact of its existence as a ground for the suggestion we wish to make. Would it not be the part of wisdom and deep sagacity on the part of railroad men to solve as soon as may be this problem, viz.: How cheaply can the different staple articles of freight traffic be carried and give a fair return for the money invested? We are fully of the opinion that the people of this State are competent to be trusted with this knowledge. They are willing to pay a fair price for any such service rendered. What is wanted is more confidence given from one to the other. When this confidence is once established, all this friction and hard feeling now existing and causing so much bad blood, will be done away. When once it could be understood that the underlying principle on which managers were to run their roads was this, of doing the work the cheapest possible, we feel assured that such an impetus would be given to all the producing interests as would be highly satisfactory to railroad men, because of the large increase of the volume of business brought to roads. It has been a matter of surprise to thinking men that this policy has not been the rule with railroad officials. So profoundly convinced are we of the desirableness of this line of policy, and of its healthful influence on the public mind, we cannot refrain from urging these views upon the attention of all, both that of the public and of railroad management.

FREIGHT RATES NOW IN FORCE.

Commissioner Carpenter's "inland freight rates," adopted by this Board in the year 1883, are still in force, and the changes made by these rates are utterly insignificant. My views upon this so called reduction of freight rates, as contained in a former report, remain unchanged, and I insert them here.

On the twenty-fifth day of June, A. D. 1883, Mr. Carpenter introduced an order to the following effect, for which I voted:

It is ordered that the Central Pacific and the Southern Pacific Railroad Companies, for themselves and leased lines, and also all other railroad companies having offices in the City of San Francisco, be and they are hereby required to appear before this Board, at its office in said city, on Wednesday, the twenty-seventh day of June, 1883, at ten o'clock of said day, then and there to show cause, if any they have, why reductions on rates of freights to tide-water, and thence to all interior points in this State, should not be made, as follows:

First—An average reduction of from ten to twenty per cent for moving grain to tide-water from the following interior points, namely: Willows to Roseville Junction, Yolo to Sacramento, Knights to Sumner, Curtis to Huron, Soledad to Arena, Eden Vale, and others.

Second—Such a reduction, not less than thirty-three and one third per cent on present rates, for carload lots of grain for seeding and feeding purposes, from points on tide-water to all interior points in the State, as shall make the rates on grain the same from and to the interior.

Third—The average reduction of present rates equal to twenty per cent on flour and mill-stuffs, from mills at tide-water, and other manufacturing points, to all interior points in the State.

Fourth—An average reduction of present rates equal to thirty-five per cent on all kinds of household goods and furniture, and on emigrants' movables in carload lots in all directions to all points in the State.

Fifth—An average reduction of twenty per cent on present rates for fence wire in carload lots to all points in the State.

Sixth—An average reduction of thirty-five per cent on rates for blacksmiths' coal, dairy and table salt, and other articles of the same class, in carload lots, to all points in the State.

Seventh—An average reduction of twenty per cent on the carriage of grain sacks, agricultural implements, wagons, and vehicles of all kinds to all points in the State.

Eighth—Why reductions on present rates for the transportation of wool, also live stock, especially in less than carload lots, should not be made. It is further ordered that the time for showing such cause as aforesaid shall be limited to said day.

I particularly direct your attention to it and the proceedings, thereafter following. It proposed a reduction upon grain rates from certain *interior points to tide-water, which have never been made.* The reduction proposed did not meet my views, but I voted for it because I was not able to get greater reductions made. In due time the companies to whom this order was directed, showed cause by written communications contained in the appendix to the majority report. They were published and widely circulated afterwards in the form of pamphlets. They repay perusal, as they contain the reasons urged against a reduction, and in them the assertion is made that, all things considered, "fares and freights" are as low as they ought to be on these roads. From my examination of the subject, this conclusion is one which none but those financially interested in railroads have honestly reached.

I voted for that "proposed reduction" under the impression that the changes that it made, so far as I had been able to ascertain, were in some respects material. If the vote were to be taken over again I should vote against it, because subsequent investigation has led me to the conclusion that it is not *really a bona fide* or "*material reduction*" of "freight rates" in any fair meaning of the phrase.

REDUCTION OF FREIGHT RATES PROPOSED BY G. J. CARPENTER.

First—On grain, including all the cereals, in mixed carload lots to all interior ports:

From San Francisco	35 per cent.
From Port Costa	35 per cent.
From Stockton	35 per cent.
From Sacramento	35 per cent.

Second—Flour and millstuffs of all kinds, in sacks and barrels, and mixed carload lots:

From San Francisco	25 per cent.
From Port Costa	25 per cent.
From Stockton	25 per cent.
From Sacramento	25 per cent.

Third—Household goods, furniture, and farm utensils, and live stock, comprising the effects of a family, mixed carload lots, in all directions to all points in this State, thirty-five per cent.

Fourth—Fence wire, nails, spikes, bar iron, flat and round sheet-iron, iron pipe, and horseshoes and nails, in mixed carload lots, in all directions to all points in this State, twenty per cent.

Fifth—Blacksmiths' coal and table and dairy salt, in carload lots, in all directions and to all points in this State, thirty-five per cent.

Sixth—Grain sacks, bags and bagging, agricultural implements, and vehicles, in mixed carload lots, to and from all points in this State, twenty per cent.

By an order or resolution, adopted by the Board some time before, this proposed reduction was sent to the railroad officers, and they were to accept it within three days, and if accepted, the railroad company was to use their own clerical force to prepare the schedules in accordance with it, and send it to the Board for approval. This reduction was accepted by the railroad company, and the work subsequently submitted to our Secretary for approval. As the majority report shows, Mr. Andrus approved the work, and Commissioners Humphreys and Carpenter adopted an order putting the schedules in force. The schedule prepared by the railroad company, to comply with the terms of Mr. Carpenter's "proposed reduction," consists of two hundred and thirteen pages, every page containing twenty columns of figures. This freight schedule is imposing in appearance,

but for practical purposes amounts to but little. The "order to show cause," introduced by Mr. Carpenter, on the twenty-fifth day of June, 1883, proposed reductions upon grain from interior points to tide-water. His proposed reductions, upon the basis of which the schedules were prepared, *omit* this important factor. Mr. Carpenter's proposed rates are all upon *carload lots*, "straight" or "mixed." Goods shipped in less quantities than carload lots are not affected by the "proposed reductions," or the schedule, and herein is to be found the utter inefficiency of both.

The reduction of grain rates from the interior to tide-water are of more importance to the producing classes than any other subject which will ever come before this Board, in view of the fact that California now occupies almost the front rank as a grain producing State. For *one* ton of grain shipped from San Francisco to interior points there are more than a *thousand* tons transported in the other direction. Upon the *one ton*, which is charged for at exorbitant rates, there is a reduction; upon the *one thousand*, which is the product of the *labor* and *time* of the producer, *there is no reduction whatever*. Such a reduction is "like asking for bread and receiving a stone." A small farmer in the interior of the State, owning or renting one hundred and sixty acres of land, in a favorable season, will raise a crop of grain or other produce, which will fill ten cars of ten tons each. When he undertakes to ship to the market he is compelled to pay, *notwithstanding the material reductions* made by this Board, the same exorbitant freight rates which have been heretofore exacted from him. Now, the farmer who ships *ten tons* to tide-water will not likely ship *half a ton* from the other direction, and upon this half ton he gets no reduction, for the reason that the schedule makes no change in the rates except the goods be shipped in "carload lots." "*Blacksmiths' coal, table salt, household goods, the effects of a family*," and some other articles, are reduced thirty-five per cent when shipped in "carload lots, straight or mixed." The beauty of this reduction is apparent, and forcibly illustrated, when it is known, as must be apparent, that such coal is needed only in small quantities, and a carload of "table salt" would last the people of the San Joaquin Valley from the present time until the "saving grace" of this Commission preserves them from the wrath and extortion of the railroad authorities. Besides, it makes little difference to the producer what the rates are upon the goods which he himself ships from other points, if the rates charged upon the products of the soil are reasonable and fair. I might illustrate the defects of this freight schedule to an indefinite extent. The one given is selected at random from among many that occur to me.

The average local freight rates are more than twice as high upon the Central Pacific and other lines in this State, upon almost every article produced in large quantities, as upon those that are transported over eastern roads. The "volume of traffic," an argument often used by railroad authorities here, is in our favor, so far as local transportation is concerned. That reductions are imperatively demanded, and ought to be made upon such articles from "interior points" to "tide-water," or "shipping points," is a proposition too plain to admit of discussion.

FURTHER CONSIDERATION OF MAJORITY REPORT.

The commendation bestowed upon the action of this Commission is of a kind that I should not individually desire, but its work has nevertheless been unsparingly praised by the members whose votes have shaped its policy. But I say now, that none of the praise bestowed upon the official action of the Board of Railroad Commissioners as a body, belongs to me, for I freely concede everything laudatory that has been said to Messrs. Carpenter and Humphreys, whose views have governed its policy and controlled its action.

In one portion of the majority report occurs this language:

> And as railroad management, like successive administrations of this office, are only relatively good or bad, it remains for the present incumbents of this Commission, in the fifth year of its existence, to say, in justice to all concerned, that nowhere and by no agency is better, cheaper, or more accommodating service rendered to the traveling public than by companies owning or operating railroads in this State.

Such adulation as this is unnecessary, and, besides, is not justified by the facts. Whilst much has been accomplished by the energy and enterprise of California railroad builders, our system is yet far behind that of the Eastern States, especially in the matter of speed, safety, comfort, and cheapness. Every one conversant with the facts concedes this to be true, and to claim the contrary could only have the effect of making the claimant ridiculous.

FURTHER SUGGESTIONS.

The duties of a Railroad Commissioner, or of a Board, are comparatively new, and a variety of opinions exist as to what they are, and the manner of their performance.

The Constitution and laws of this State, with certain trifling amendments, give ample scope to the Commission, if it should choose, to exercise its powers to regulate freights and fares; but there are certain other matters over which it should have jurisdiction and control. The following views of the Missouri Board of Railroad Commissioners accord very nearly with my own ideas upon the subject:

> The first and most important duty of a Railroad Commissioner will be to stand as a friendly umpire between the public on the one hand and the railroad interest serving it on the other. He should, for this purpose, be given power to examine into all the details of railroad work, to investigate local complaints of unfair charges or discriminations, of unreasonable management of trains or delays, of obstruction of highways, and the innumerable annoyances and dangers of which the public has, or thinks it has, occasion to complain; to examine the condition of the road, the safety of bridges, and other structures; whether proper regulations of police are established and enforced as a protection against calamities; and it should be his duty to bring to the railroad managers, in an authoritative way, any neglect, omission, or misconduct in which the public would be concerned. He should prepare himself to give authoritative and reliable information as a basis for public judgment on railroad affairs; and his impartial position and standing should be so unquestionable and notorious that his information will be accepted without any of the suspicion which is so likely to accompany that which is so furnished by the railroad companies themselves.
>
> The Commissioner should also be required to report upon railroad accidents with a view as well to fix the responsibility for them as to guard against the occurrence of like accidents in the future; and this report should be for the use of the State as well as for the railroad company concerned. And in his general supervision of railroad affairs, it should be expected of him that he should advise upon the removal of dangers at highway crossing, or the protection against them by watchmen or otherwise, and that he will have some advisory authority also in respect to terminal and other facilities which the roads are expected to supply. As such powers might be easily abused and made the means of annoyance for improper ends, it is assumed that they would be carefully guarded in the law conferring them.

I unhesitatingly adopt those views, for the reason that it is a fact which has come under my own personal observation, that the railroad authorities are always on hand with a well trained corps of assistants before coroners' juries, undertaking to make it appear in every case that injuries or death occur without the fault of the corporations. This is natural, and no objection could be taken if some one else was present who could act impartially between the parties, a thing which is not always done.

THE SPECIAL CONTRACT SYSTEM.

It has been unofficially stated that what is known as the "special contract system" has been voluntarily abandoned by the system of roads which inaugurated that mode of conducting business. Our Board spent considerable time last year in investigating this question, upon the complaint of a San Francisco merchant, and, as the report for last year shows, the case was decided in favor of the corporations by a majority of the Board. Since that opinion was rendered, almost the same question was raised before the New York Board, and the decision was the other way.

One of the questions here was, whether the contract could be enforced, one of its terms being that in consideration of the "special rates" given, the shipper agreed to ship all his freight by rail. The point in the New York case was the same. The railroad corporations made these special contracts for a year, and in them was contained a clause prohibiting shippers from using the canals in the summer season. This contract the New York Board decided must be abrogated, whether relating to freight within or out of the State. The opinion has not yet been published, but I understand it to be as I have stated.

THE POOLING SYSTEM.

Our railroad system, until quite recently, has been so largely controlled by one corporation that what is known as the "pooling system" is a thing as yet almost unknown. But the completion of what were generally hoped to be rival transcontinental lines, has given this subject a new and practical interest for the people of this coast. The system is thus alluded to by another, whose views are of great weight:

Rival lines are built, and frequently with local tax and other aid, under the belief that competition will thus be secured. Instead of competition comes the pool, and former rates are maintained. It is not strange under these circumstances that what is popularly known as the pool, should meet with popular disfavor. "It is hard to persuade the common shipper," says Mr. Joseph Nimmo, Jr., "that such tremendous power over the commercial and industrial interests of the country, can safely be intrusted to the railway companies, and that during the prevalence of the pool, freights are not unnecessarily high." "These objections," says the same authority, "to pooling arrangements present issues which must be met by the advocates of the system." In the light of present practical results, it would seem quite apparent that, if the pool is to be maintained, it will have to be supported in the future with stronger arguments and more satisfactory consequences than it has been supported in the past. The pool has never, as yet, accomplished the things mainly claimed for it by its advocates, to wit: Steadiness in rates and security to railway properties. Rates continue to fluctuate, and railway wars are waged everywhere on a gigantic scale. The belief is common that the pool is the chief hindrance to legitimate competition, and that it exists in the interest of the railways only, and until some better reason is given than has appeared yet why railway companies should constitute an exception to the common laws of competition, this belief will remain.

SECOND CLASS TICKETS.

In a former report I took occasion to call your attention, and through you to direct the attention of the Legislature, to the question of second class fares upon certain lines of road.

From Lathrop to Los Angeles a daily through train is run, besides an accommodation is run daily from San Francisco to Tulare. Both these trains run in both directions daily, and attached to these trains are second class cars. But no second class tickets can be bought at any of the stations between Los Angeles and Lathrop, so that local second class travel is a thing unknown. The attention of the railroad authorities has frequently been directed to this apparent injustice, but, for reasons which have never seemed satisfactory to my mind, they have failed to remedy the evil.

I respectfully suggest that the Legislature enact a law which shall require railroad companies to sell second class tickets to and from all stations, and give them upon all trains which carry second class cars. Such a measure as this would be of great benefit to the people of the San Joaquin Valley. The rates for such tickets should be at least thirty per cent below first class rates.

THE TRAMP NUISANCE.

One of the greatest nuisances which railroad employés are called upon to meet and overcome, especially in the southern part of the State, is known as the "tramp nuisance." The crews of nearly every train, both freight and passenger, at nearly all the stations along the line of the Southern Pacific Railroad, have to devote a large part of their time at stations in preventing the trains from being overcrowded with tramps.

These gentry do not travel, at least upon the railroads, either singly or in couples, but almost in companies, as many as twenty-five having been known to board a train at one station. The devices to which they resort to secure a free ride are various, and sometimes successful.

When put off, they run forward and board the cars again, before the train has again gotten under headway; and sometimes in lonely places, when they are in large numbers, they have successfully defied the efforts of the trainmen to put them off.

Collisions have been frequent, and several trainmen have been seriously injured in the performance of their duties.

If the effort to steal a ride were made a misdemeanor, punishable by hard labor in any way the magistrate saw fit, and the trainmen were authorized to act as peace officers, the nuisance might be abated. Simple imprisonment in a comfortable jail, without work, would be no punishment at all. This nuisance has recently grown so serious, and the tramps have become so bold, that they frequently threaten serious consequences in case they are ejected from trains.

In justice to the railroad companies and the traveling public alike, some law should be enacted which would abate this nuisance.

CONCLUSION.

As was stated at the outset, the work accomplished by this Commission during the last year has been of the most trifling importance. Certain concessions were made by the San Francisco and North

Pacific Railroad Company, which are fairly set out in the majority report. With this exception, the good accomplished during last year amounts to absolutely nothing.

Railroad management has been entirely controlled by those who own and operate the roads. I do not mean to say that a Railroad Commission, working in harmony, and in the interests of the whole people, and having a due regard to the rights of the corporations also, might not be productive of great good. This I believe to be true, and I am also firmly of the opinion that any attempt to legislate upon the questions of fixing rates of freight, other than establishing maximum rates, must result in failure, for reasons which are obvious and unnecessary to mention. My own position upon this Board as the "inevitable minority," is one which I never desire to occupy again, and which I should gladly resign now, if I could do so consistently. I recognize the fact that my views are so directly antagonistic to those entertained by my associates, that it will be utterly impossible for me to accomplish anything which I undertake, and in the light of recent occurrences it will be impossible for me, in the future, to hold any relations with the other members of this Board, other than those demanded by my official duties. I regret that this should be so, for I entered upon the duties of this office with the wish and expectation that the Board might, by its action, commend itself to the people of this State, and not occupy an attitude of hostility to the corporations whose affairs were under its jurisdiction. It is needless for me to say that these wishes and expectations have been entirely disappointed. There is nothing for me, therefore, but to remain during my term, the "inevitable minority," looking out as best I can for an opportunity to accomplish something of benefit, but with little hope of so doing, and exercising what I conceive to be my right in reporting to your Excellency whenever called upon to do so.

Regretting that I am not able to report a different condition of affairs in the administration of the Board of Railroad Commissioners, I am, very respectfully, yours,

W. W. FOOTE,
Railroad Commissioner, Third District.

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REPORT OF SENATE SPECIAL COMMITTEE

APPOINTED TO

INVESTIGATE THE BOOKS, ETC.,

IN THE

OFFICE OF SECRETARY OF STATE.

REPORT.

SENATE CHAMBER, SACRAMENTO, March 6, 1885.

To the honorable the Senate of the State of California:

Your special committee appointed to investigate the books, papers, etc., in the office of the Secretary of State, have performed the duty assigned us, and report as follows:

That we have had several meetings, examined numerous witnesses, had the books and original bills for stationery experted, and find that there was no collusion or fraud on the part of the Secretary of State, his deputy, or any of his clerks. The proof shows that the clerks in the office of the Secretary of State received their full pay for their own use, as allowed by law. The contractors for coal, wood, and gas, each testified, and your committee find that all articles purchased for the State were duly delivered and paid for in full, and that no commissions thereon were paid to any person.

Your committee find, upon full examination, that the whole amount of Arnold's ink supplied the State, under the contract of 1882, was thirty-eight and one twelfth dozen of pint bottles, of which the present Secretary, during the whole of his term, ordered twenty-five and three fourths dozen, at three dollars and seventy-five cents per dozen (contract price), amounting to ninety-six dollars and fifty-seven cents, and that the difference between the said amount paid for pint bottles and the contract price for quarts would have been but fifty-seven dollars and ninety-five cents. We also find that the contracts, under which the supplies for stationery, fuel, etc., were purchased during the past two years, were let by the State Board of Examiners in November, 1882, before the present Secretary of State and State Board of Examiners came into office.

The old ballot paper sold by the Secretary of State, for the sum of one thousand dollars, would have been entirely destroyed if not sold. That the price obtained was fair, and that the full amount was paid into the State Treasury. Your committee would recommend that the old ballot paper now on hand, of different color than that in use, be sold immediately to the best advantage; and we find that the ballot paper provided for and used at the last Presidential election, is of good quality, uniform in color and texture, and of California manufacture, and was furnished to all parties using the same at one dollar and twenty-five cents per ream less than at any other election since the law relating to the same was first enacted; and also that the Secretary of State endeavored, to the best of his ability, to comply with the provisions of section one thousand one hundred and eighty-seven of the Political Code. We also find that the original bills for stationery had been checked by the clerks in the Secretary's office, and overcharges and shortages noted thereon, and deducted, and the discrepancies in prices mostly occurred on articles furnished upon requisition of the several State offices located at San Francisco, and that your committee had no time to examine said officers in relation thereto. Your committee also find that these discrepancies in prices have been almost universal ever since the present law relating to

contracts was adopted. Your committee would recommend that as many articles have been heretofore supplied that are not enumerated in the present schedule (which was adopted in 1877), that the State Board of Examiners prepare a new schedule, which shall, as far as practicable, embrace all articles required by the several State officers, and that none others be purchased unless urgently required. And your committee would further report that the administration of the present Secretary of State, Thomas L. Thompson, has been more economical, and a less amount expended for stationery and supplies, than that of any of his predecessors since the contract system was adopted, as will be seen by the annexed statements copied from his books and those of the State Board of Examiners.

STATIONERY, LIGHT, AND FUEL FUND.

YEAR.	Appropriation.	Amount Expended.	Amount Expended in Excess of Appropriation.	Amount of Appropriation Unexpended.
Twenty-eighth (1877)	$12,500 00	$24,170 25	$11,670 25	----------
Twenty-ninth (1878)	12,500 00	11,353 80	----------	$1,146 20
Thirtieth (1879)	12,500 00	15,496 08	2,996 08	----------
Thirty-first (1880)	12,500 00	23,999 89	11,499 89	----------
Thirty-second (1881)	12,500 00	12,498 40	----------	1 60
Thirty-third (1882)	12,500 00	19,237 68	6,737 68	----------
Thirty-fourth (1883)*	12,500 00	10,383 85	----------	2,116 15

* Extra session included.

RECAPITULATION.

SECRETARIES OF STATE.	Amounts Expended.
Beck, 1877 and 1878 (one session of Legislature)	$35,524 05
Beck and Burns, 1879 and 1880 (one session of Legislature)	39,495 97
Burns, 1881 and 1882 (one regular and one extra session)	31,736 08
Thompson, January, 1883, to January, 1885 (one regular and one extra session)	22,022 14

EXHIBIT "M."

Schedule of Stationery, with prices and names of firms to whom the contracts were awarded from 1877 to 1884, copied from the books of the Board of Examiners.

SCHEDULE OF ARTICLES.	SUCCESSFUL BIDDERS.				
	Bancroft & Co.—1877	Crocker & Co.—1879	Bancroft & Co.—1880	Carlisle & Co.—1882	Carlisle & Co.—1884
100 reams 16 ℔ legal cap paper, per ream	$4 20	$3 20	$3 20	$4 00	$3 75
100 reams 12 ℔ letter paper, per ream	3 05	2 45	2 40	2 40	2 25
100 reams 6 ℔ note paper, per ream	1 50	1 25	1 26	75	1 10
100 reams 14 ℔ foolscap paper, per ream	----------	----------	2 80	3 50	1 00
100 reams 16 ℔ foolscap paper, per ream	3 20	1 80	1 50	2 00	1 00
100 reams 16 ℔ brief paper, per ream	2 30	1 75	1 75	1 00	1 00
10 reams blotting paper, 140 ℔, per ream	18 70	10 00	8 00	10 00	15 00
10 reams blotting paper, 120 ℔, per ream	----------	8 00	6 00	8 00	5 00
75 reams 36 ℔ envelope paper, per ream	4 70	3 40	5 00	1 50	4 00

Exhibit "M"—Continued.

Schedule of Articles.	Successful Bidders.				
	Bancroft & Co.—1877	Crocker & Co.—1879	Bancroft & Co.—1880	Carlisle & Co.—1882	Carlisle & Co.—1884
10 reams heavy brown wrapping paper, 28x42, per ream	$4 05	$4 00	$4 00	$3 00	$7 00
10 reams heavy brown wrapping paper, 22x28, per ream	3 25	2 80	2 00	1 50	2 00
50 reams cigarette paper, per ream	1 65	2 00	1 65	50	1 75
2,000 packages Star (closet) paper, per hundred	----------	12 50	11 00	9 00	9 00
5,000 XXX No. 4 envelopes, per thousand	1 65	1 32	1 25	50	50
10,000 XXX No. 5 envelopes, per thousand	1 75	1 52	1 50	1 00	75
10,000 XXX No. 6 envelopes, per thousand	1 95	1 78	1 75	2 75	2 50
10,000 XXX No. 9 envelopes, per thousand	4 60	3 43	3 75	2 00	1 00
10,000 XXX No. 10 envelopes, per thousand	5 50	3 85	4 00	3 00	3 00
10,000 XXX No. 12 envelopes, per thousand	----------	----------	4 25	3 00	2 00
5,000 XXX No. 14 envelopes, per thousand	----------	----------	4 25	3 00	2 00
40 doz. Arnold's writing fluid, quarts, per dozen	5 10	4 90	5 25	1 50	1 50
30 doz. Arnold's writing fluid, pints, per dozen	2 90	2 80	2 00	3 75	3 75
35 doz. Carter's writing fluid, quarts, per dozen	7 20	4 95	4 60	3 50	1 50
15 doz. violet ink, quarts, per dozen	4 00	2 30	1 75	2 00	1 00
12 doz. blue ink, quarts, per dozen	3 68	3 25	2 00	1 50	1 00
20 doz. Blackwood's black ink, quarts, per dozen	----------	2 00	6 50	1 00	50
12 dozen Stephens' commercial black ink, quarts, per dozen	----------	----------	3 00	1 25	1 00
40 doz. carmine ink, 4-ounce, per doz.	2 25	2 00	2 50	2 00	50
40 doz. carmine ink, 2-ounce, per doz.	65	60	20	2 00	2 00
12 doz. fountain inkstands, with rack, per dozen	8 50	8 75	7 00	4 00	9 00
12 doz. flat inkstands, 3-inch, per doz.	85	75	75	1 50	1 50
24 gross French pen-holders (swell-handles), per gross	1 70	1 60	1 25	2 00	2 00
300 gross (Pacific Railroad) steel pens, per gross	39	35	35	50	50
400 gross Gillott's steel pens, No. 303, per gross	83	83	82	88	40
400 gross Gillott's steel pens, No. 404, per gross	42	42	41	50	50
50 gross Gillott's steel pens, No. 170, per gross	62	60	80	60	10
400 gross Easterbrook & Co.'s steel pens, No. 161, engrossing, per gross	50	55	50	50	60
200 gross swan steel pens, per gross	40	37½	37	20	10
200 gross Adams' golden pens, No. 1, per gross	75	55	55	30	10
100 gross Perry & Co.'s steel pens, London, No. 137, fine, per gross	----------	35	33	30	10
30 doz. boxes quill pens, per dozen boxes	3 00	2 37	2 35	1 00	50
20 doz. ruling pens, good, per dozen	5 50	3 50	3 40	3 00	2 00

Exhibit "M"—Continued.

Schedule of Articles.	Successful Bidders.				
	Bancroft & Co.—1877.	Crocker & Co.—1879.	Bancroft & Co.—1880.	Carlisle & Co.—1882.	Carlisle & Co.—1884.
20 doz. glass cups, with sponges, per dozen	$1 80	$1 60	$1 60	$1 00	$1 25
12 doz. bronze paper weights, per doz.	2 00	1 80	2 75	2 00	2 50
6 doz. glass paper weights, per doz.	3 00	2 50	20	1 25	50
10 doz. newspaper files, per doz.	4 50	4 00	4 00	50	50
10 doz. bottles pounce, per doz.	1 00	90	90	70	1 00
10 doz. pounce boxes, per doz.	1 45	1 50	1 50	1 35	1 50
400 sheets gold paper, per sheet	02½	02½	02	02½	02
400 lbs heavy twine, per pound	20	13	18	10	10
200 lbs medium twine, per pound	23	13	18	20	20
75 gross Faber's hexagon pencils, Nos. 1, 2, 3, and 4, per gross	5 95	5 98	5 50	6 00	7 00
75 gross Faber's ronnd pencils, Nos. 1, 2, and 3, per gross	4 35	4 35	2 50	3 00	1 00
75 gross Dixon's hexagon pencils, M. and S. M., per gross	5 00	2 50	5 30	2 25	3 00
150 gross elastic bands, half inch, per gross	90	95	1 00	80	1 00
150 gross elastic bands, quarter inch, per gross	55	55	60	43	1 00
100 great gross elastic bands, No. 11, per great gross	95	90	1 13	80	1 00
20 gross drawing pens, per gross	1 00	1 00	1 00	75	1 00
15 gross mammoth ink and pencil erasers, per gross	18 25	18 50	18 50	10 00	5 00
10 gross small ink and pencil erasers, per gross	10 80	10 80	9 00	9 50	10 00
10 doz. Rodgers' steel erasers, per doz.	4 50	3 50	3 50	6 00	4 00
10 doz. fine steel knife erasers, per dozen	----------	2 50	2 50	2 25	2 00
30 doz. mucilage, quarts (give maker's name), per dozen	5 80	4 50	5 00	4 35	3 00
20 doz. mucilage, pints (give maker's name), per dozen	3 00	2 50	1 50	1 25	1 00
15 doz. gum royal, quarts, per dozen	9 65	7 28	5 00	50	50
24 doz. Sisson's magic binders, per dozen	9 50	10 30	11 25	15 00	15 00
24 doz. Shipman's adhesive files, 9x11, 250 leaves, per dozen	7 50	6 90	5 00	5 00	5 00
24 doz. Shipman's adhesive files, 9x15, 250 leaves, per dozen	----------	----------	9 50	5 25	2 00
12 doz. Moore's blotters, large, per dozen	5 00	5 95	6 00	6 00	4 00
12 doz. Moore's blotters, small, per dozen	3 50	3 48	3 50	2 50	50
10 doz. bankers' shears, 12-inch, per dozen	9 50	6 75	12 00	10 00	12 00
15 doz. scissors, small, steel, per doz.	4 00	3 60	4 50	75	75
10 doz. desk pads, demy, 12¼x19½, per dozen	5 50	4 00	3 50	1 25	1 00
10 doz. board clips, per dozen	3 75	3 60	3 50	6 00	4 80
10 doz. mucilage stands, No. 6, Morgan's, per dozen	4 00	3 62	3 60	3 50	3 00
15 doz. mucilage stands, small, per dozen	1 70	1 40	1 50	1 25	75
15 doz. iron pen racks, per dozen	3 00	1 30	1 50	1 25	2 50
25 doz. rubber rulers, 12, 14, 16, and 18-inch, per dozen (each size)	----------	2 46	2 45	3 25	2 12

EXHIBIT "M"—Continued.

SCHEDULE OF PRICES.	SUCCESSFUL BIDDERS.				
	Bancroft & Co.—1877.	Crocker & Co.—1879.	Bancroft & Co.—1880.	Carlisle & Co.—1882.	Carlisle & Co.—1884.
6 doz. flexible rulers, 12-inch, per dozen	----------	$2 53	$2 50	$0 75	$3 00
15 doz. eyelet punches, per dozen	$22 00	17 50	19 00	15 00	21 00
6 doz. boxes J. N. eyelets, per dozen boxes	1 88	95	1 00	80	1 20
6 doz. boxes C. Z. eyelets, per dozen boxes	1 88	2 00	2 00	1 50	10
10,000 McGill's paper fasteners, No. 2, per thousand	1 95	1 95	2 25	1 50	2 50
10,000 McGill's paper fasteners, No. 3, per thousand	1 95	2 13	1 75	1 75	2 50
6 doz. willow waste-paper baskets, per dozen	----------	3 90	3 75	3 50	4 80
12 doz. scrap-books, assorted colored paper, muslin sides, in gilt, demy, 4to, 8¾ x 10¾, per dozen	8 00	9 00	8 50	2 00	50
6 doz. Mark Twain scrap-books, fancy, per dozen	----------	6 00	6 00	10 00	4 50
6 doz. Mark Twain scrap-books, plain, per dozen	----------	4 80	5 00	12 00	12 00
12 doz. feather dusters, Nos. 14, 16, 18, and 20, per doz., each number	22 00	21 87½	21 27	19 00	20 00
8 doz. cap (extra Russia ends and bands) records, journals, cash-books, and ledgers, per quire	48	45	45	20	15
8 doz. demy (extra Russia ends and bands) records, journals, cash-books, and ledgers, per quire	82	78	80	30	25
2 doz. medium (extra Russia ends and bands) records, journals, and cash-books, per quire	98	1 00	60	50	30
4 doz. cap, half-bound (paper) records, journals, cash-books, and ledgers, per quire	16	09	09	20	25
4 doz. long cap, half-bound (paper) records, journals, cash-books, and ledgers, per quire	17	09	09	05	05
3 doz. demy, half-bound (cloth) records, journals, cash-books, and ledgers, per quire	40	33	33	30	20
4 doz. cap, 12mo (leather covered) memorandum books, per dozen	1 10	20	1 00	1 00	1 00
4 doz. crown, 8vo (leather-covered) memorandum books, indexed, per dozen	1 50	1 00	1 00	2 00	2 00
3 doz. demy, 8vo (leather-covered) memorandum books, indexed, per dozen	2 25	1 25	1 25	3 50	2 00
Totals	$322 66½	$319 02½	$337 78	$288 23½	$274 29

Gross Amount of all Bids for Stationery, as per Schedule, from 1877 *to* 1884.

Name.	Amount.
December, 1877: (1)	
A. L. Bancroft & Co.	$8,632 79
H. S. Crocker & Co.	9,195 66
Le Count Bros.	9,767 23
Hodge & Co.	10,168 50
November, 1879: (2)	
H. S. Crocker & Co.	$8,125 85
A. L. Bancroft & Co.	9,620 79
Cunningham, Curtiss & Welch	9,783 17
Payot, Upham & Co.	10,037 89
W. A. & C. S. Houghton	10,764 20
December, 1880: (3)	
A. L. Bancroft & Co.	$8,602 36
H. S. Crocker & Co.	8,910 51
Le Count Bros.	9,127 67
Cunningham, Curtiss & Welch	10,250 00
A. J. Leary	14,218 04
November, 1882: (4)	
A. Carlisle & Co.	$7,418 60
A. L. Bancroft & Co.	8,113 71
Cunningham, Curtiss & Welch	8,582 99
Le Count Bros.	10,813 26
November, 1884: (5)	
Carlisle & Co.	$6,964 30
A. L. Bancroft & Co.	7,049 57½
Le Count Bros.	7,304 65
Cunningham, Curtiss & Welch	8,161 85

Your committee present herewith the testimony taken upon this examination, and request that the same, with this report, be printed in the Appendix to the Journal.

All of which is respectfully submitted.

FRANK T. BALDWIN.
FRED'K COX.
GEORGE STEELE.

TESTIMONY.

SACRAMENTO, February 24, 1885.

Meeting of the Senate Special Committee to investigate the office of Secretary of State.

Senators Baldwin, Cox, and Steele, constituting the committee, were all present—Senator Baldwin in the chair.

A. C. Hinkson appeared for Mr. Thompson.

F. A. COLLEY.

Called by the committee and sworn.

MR. BALDWIN—I suggest that the testimony you have to give be given in narrative form, and we can ask any questions that are necessary. First, state your name, age, and occupation. Answer—Fred. A. Colley; age, twenty-six; residence, 202 San José Avenue; occupation, salesman with Bancroft & Co.

Q. State what you know as to the charge of collusion and fraud in the Secretary of State's office; state fully? A. I have not seen any specific charges. I am unable to give any information pertaining thereto. Any questions you might ask, I should be very happy to reply to, to my knowledge.

Q. What business relations did you have with the Secretary of State, through your office? A. The present Secretary of State?

Q. Yes? A. The present Secretary of State, none that I am aware of, excepting, perhaps, the purchase of some volumes of the California Reports.

Q. When was that? A. I could not give you the date.

Q. About what time? A. I am unable to state, for the reason that I never saw the entry.

Q. Was it in the last two years? A. Certainly, yes, if it was the present Secretary of State.

Q. State to the committee what that transaction was, if there was any, in reference to it? A. Nothing whatever, so far as I know, that was not straightforward.

Q. Is there anything else that you desire to make a statement of, Mr. Colley? A. I am not aware as to any transactions with the Secretary of State, except in that one instance.

Q. Do you know anything in reference to these other charges that were made in reference to ballot paper? A. That matter has never come to my notice.

Q. Any stationery; do you know anything about that? A. Nothing, except an article written in the papers some time during the last eight or ten months. That is the only reason I have for knowing anything about the bill you refer to.

Q. What time was that? A. That statement I refer to appeared in one of the papers—I do not know which one—about one column statement regarding the purchasing of supplies by the Secretary of State at exorbitant figures.

Q. Have you any personal knowledge of that at all? A. None whatever.

Q. What specific articles were referred to in that paper? A. I surely could not enumerate them.

Mr. Steele—What books were these purchased by the Secretary of State from your house? A. As I stated before, I presume they were the California Reports.

Q. Does your house have one uniform price for these books? A. I think for these last copies—ten or twelve issues—the price has been uniform. I think so; $3 per volume.

Q. Are they sold to the State at the same price? A. Yes, the same as the lawyers. That is, I think, our contract with the State. It is a matter of record here.

Q. Do you know anything about how many has been furnished? A. I think our contract is for three hundred volumes, as issued.

Q. That is the price for each one of the reports? A. Yes; for each one of the volumes.

Q. About what time were these reports furnished, do you remember? A. The last volume?

Q. Yes? A. Well, I think since January. I am unable to give the exact date.

Q. Is that the only volume that has been furnished to the Secretary of State by your house, do you know? A. I am unable to state that. Probably, however, several volumes. They are issued, I believe, at the rate of three or four per year.

Q. At what price were these last volumes of reports of which you speak furnished in January; at what price were they furnished by your house to the State? A. At the contract price, which, I think, is three dollars per volume.

Q. Three dollars a volume? A. Yes.

Q. That is the price at which they were sold? A. Yes.

Q. Any volumes that were sold previous to that; how many volumes, do you remember, have been sold to the present Secretary of State? A. I am unable to state that, because I am not connected with the law department of our house. I do not know how many volumes they have issued, but I think three or four per year are issued, so you could judge from that how many, knowing the length of time the present Secretary of State has been in office.

Mr. Maslin—Do you know, as a matter of fact, that there is a law which requires the Secretary of State and the Governor and the Attorney-General to give a contract once in ten years for the Reports of the Supreme Court?. A. I did not know that, sir; no, sir.

Q. Your house furnished these? A. Yes.

Q. At contract price? A. Yes.

Q. Do you know whether any contract exists? A. I do not.

Q. You just simply know as a matter of general information? A. As a matter of general information with me. I am not connected with the law department of the house; I don't know anything about the details of the contract.

Q. Is that all the business you have had with the Secretary of State; have you furnished him any stationery from your department since he has been in office, from Bancroft & Co.? A. None that I know of.

Q. Have you had any conversation with him in reference to the last contract given? A. With the Secretary of State?

Q. Yes? A. I never met him in my life. I should not know him.

Q. Or his deputies? A. Nor any person connected with his office.

Q. Or speaking for him, or pretending to speak for him? A. No, sir.

Q. Do you know of any reason why you should suspect collusion on his part with any business firm for any supplies of State articles, or any other articles purchased by the Secretary of State? A. I can only regard that matter as something I know nothing about, except the article in the paper which I referred to a few moments since.

J. J. O'Connor.

Called by the committee and sworn.

Mr. Baldwin—Do you know anything in reference to these charges against the Secretary of State? Answer—No, I do not know anything in reference to charges. I only looked over the account.

Q. You examined the accounts of the Secretary of State? A. Not all the accounts; only regarding the stationery bills. Mr. Dunn is the proper party to testify.

Q. If you made the examination you can tell? A. Mr. Dunn made the examination, too.

Q. Did you assist? A. Yes, sir.

Q. What is your name, age, residence, and occupation? A. J. J. O'Connor; age, twenty-eight, I think; residence, Sacramento; occupation, clerk in the Controller's office.

Q. How long have you been a clerk in the Controller's office? A. Since the eighth of January, 1883.

Q. What, if anything, do you know in reference to any accounts of stationery purchased by the Secretary of State since you have been in office; state fully. Go on and state in narrative form in reference to that? A. I cannot really state. I do not really know what the charges are. All I had to do was to examine the vouchers for stationery furnished the State by the contractor, and found items that were purchased that were not in the contract.

Q. Can you designate those articles? A. I have got some papers. I did not know that I had to testify to-night to anything. I have got some papers. I will go and get them in a second.

[Witness retired for a few moments and brought back some papers.] A. Here are some of the articles [referring to the document]; the Siberian pencils, acme pads, red tape, extra fine ruling paper, and the different kinds of paper.

Mr. Steele—Mr. O'Connor, do you know of any paper—ballot paper—having been sold by Secretary of State Thompson in 1884, to Taylor & Co., San Francisco? A. I do not know of any paper, of my own knowledge, only the reports in the office.

Q. Do you know from the reports in your office of any ballot paper having been sold? A. Oh, yes.

Q. In April, 1884, to Taylor & Co., of San Francisco? A. I cannot remember the date, and I do not know what person bought the paper. All the reports are made, so much received for ballot paper during the month. Every month Mr. Thompson enters all the money which he has received.

Q. Do you know what was sold in any particular month—in the month of April? A. I could tell that from the reports.

Q. Do you know, of your own knowledge, at what price the paper was sold? A. No, I do not; the young man who attends to the making of all the sales can tell that. The report will show for itself all the transactions in the office, besides the commissions and articles of incorporation and ballot paper sold, and Codes and Statutes, and whatever there is.

Q. Do you know what amount of ballot paper was turned over by Secretary Burns to Secretary Thompson, and whether it was all one color, or different colors? A. I never saw the paper.

Mr. Hinkson—Is that a copy of the report of the amounts paid by the different Secretaries for the paper?

Mr. Steele—I asked him if he knew of paper being sold by Secretary Thompson in 1884 to Taylor & Co., of San Francisco? A. I do not know to whom it was sold, but there was a report made of one thousand and some odd reams—I think thirty-seven and one half—and the amount turned over to the State was one thousand odd.

Q. You do not know what the color of that paper was? A. No, sir; I never saw the paper that I know of.

Q. Do you know what this paper cost the State? A. We have got the bills; I could not state that now; they are in the office.

Mr. Hinkson—Is that statement I have handed you correct? A. I believe $6 37; that is what Melone charged—$7. I have never seen Beck's books. Burns charged $4 50, about, the one year and a half he was in office. There was an Act of the Legislature authorizing him to dispose of the paper he had on hand at the price that it cost him; some Act was passed just about the time the new Constitution. He had to distribute the paper.

Q. Mr. Beck or Mr. Burns? A. Mr. Beck, and then Mr. Burns kept it up. He had some of that old stuff on hand left by Mr. Beck, and he sold it at $3 40, the average price per ream; and afterwards he bought paper from the Union Mills, in Massachusetts, and paid $4 10, and sold it for $4 60, an advance of ten per cent. I can bring those reports in here. The reports are better than my statement.

Q. One question more. After this paper was sold, this one thousand and thirty-seven reams in April, do you know how much was still remaining in the office? A. No, sir.

Q. Of the amount that came to the office by the preceding Secretary? A. No, sir; I am positive about that sale; it was one thousand and some odd reams, sold for $1,000, and that sum was turned in to the State.

Q. Here is a statement, I will read [reads]? A. I do not know anything about that. That belongs to the Secretary's office.

Q. You are in the Controller's office? A. Yes, sir.

Samuel B. Welch.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, residence, and occupation? Answer—Age, thirty-six; residence, San Francisco, 2240 Pacific Avenue; occupation, stationer.

Q. What do you know, if anything, in reference to these charges against the Secretary of State? A. I have seen the articles in the newspapers.

Q. Is that all the information you have in reference to them? A. No, sir; I had some time ago—I think after these newspaper articles appeared—I met a gentleman who introduced himself as Mr. Dunn, Controller Dunn; he came into our office and asked if I would examine some bills of Carlisle & Co.; I did so.

Q. What were these bills for? A. For stationery, principally.

Q. Did you examine them? A. I ran through them hurriedly. I did not have time to examine them thoroughly.

Q. Have you made any examination since that? A. No, sir.

Q. At the time you made the examination, was it in reference to the prices charged for the articles in the bills? A. In reference to the bills generally. There were a good many articles charged at exceedingly low prices, and some of them charged at comparatively high prices; but I suppose the average of the bills would not probably be more than a fair market rate. Some of the goods were billed very much below cost price. Those, I suppose, were the contract goods, and articles that were outside were charged higher prices naturally. Of course they could not be furnished at cost price.

Q. Is that the usual way of doing? A. That is usual.

Q. When you sell articles outside of the contract you expect to make something extra on them? A. Yes, sir; he was compelled to do it. I do not know any way for him to get even unless he did that.

Q. In your opinion you do not think the prices charged the Secretary of State were more than the market value? A. Probably not in all the bills. He paid more on some things, but on a great many other things he bought them for less than cost.

Q. I do not suppose that you remember the articles now? A. I have no recollection what the particular items were.

Q. You do not know what articles he paid less than cost for? A. I do not know what articles he paid less than cost for.

Q. Could you look at that statement and see if that will assist you? A. I do not think I would remember them.

Q. [The bills were then presented to the witness, which had been shown to him by the witness Dunn.] A. I think the schedule was very badly made up, and yet it has been done for a number of years to my knowledge. There has been no changes in it, but it ought to be revised. Bids cannot be prepared on that.

Q. Whose schedule was that? A. It has been used for a number of years. We have been bidders for a number of years past.

Q. The schedule is made up in the Secretary of State's office? A. We get it from there, and I suppose it is made up there; but it appears to me that they have an old stock of these blanks on hand. It ought to be revised by some one who is acquainted with the items for which it calls.

Q. Do you know anything in reference to the ballot paper furnished to the Secretary of State? A. No, sir.

Q. This is all you had to do with the transaction; you have been one of the bidders? A. We were bidders, at the time the bids were opened.

Q. Carlisle & Co. got the bid?

Mr. Cox—Mr. Welch, was the schedule in bad shape; you said you presumed it was made up in the Secretary's office, but you did not

know where it came from? A. No, sir. I know, in fact, that this same schedule has been in use for certainly six years past; I have seen no material change in it.

Q. You did not state very plainly, why it was so made up? A. I will tell you—for example, they will call for two different kinds of legal cap paper, say twelve or sixteen pounds; sixteen pounds may not be used at all, and twelve may be used. Then they will call for ink in large and small sizes, and they use the smaller and not the large, and they call for goods that are out of the market. For instance, there are a number of pens the same, and three or four varieties of paper—note paper.

Q. That has grown out of an old practice, probably? A. Yes.

Mr. Baldwin—Can you identify that as the bill submitted to you by Controller Dunn? A. Yes; I think this is the pile of bills.

Mr. Maslin—Is that under the contract, or is it extras? A. I think the bills are indiscriminate. I do not think there are separate bills for them.

Q. Some things here are in the contract, and some things are not; note paper is in the contract? A. Yes.

Mr. Baldwin—Do you know the character of the goods furnished under the contract; were they up to the contract requirements, or not? A. Yes, sir; I know.

Q. What was the quality? A. I have a general idea, though I never have seen samples. I know the quality of the goods bid upon, and I supposed these were the qualities in use.

Q. Are these pencil marks yours [showing document]? A. I think some of them were made by me.

Q. How are they called for by the contract in reference to ink? A. I think both sizes are called for.

Q. What is the difference in pints and quart bottles of ink? A. Quart bottles would be cheaper to buy, I suppose.

Q. What is the difference in amount? A. A dollar and a half or two dollars a dozen.

Q. You checked these different items; I wish you would take this bill and state on what items you think the charge is too much; where there is any overcharge outside of the contract. I understand this only relates to the supplies made in the Perkins administration? A. Yes, sir.

Mr. Baldwin—Now, as to the supplies furnished outside of the contract; let us get at those; we want to find out whether any excessive prices were paid outside of the contract that was made in 1882—that is, the contract under which the supplies are furnished. Can you point out the articles outside of the contract, and see whether the prices were excessive? A. I really do not know what articles were on the contract.

Q. Twelve dozen of Siberian pencils? A. There is an item of acme legal cap, two hundred sheets, at fifty cents; I think that is comparatively a high price, and we would probably sell those goods at thirty cents; but, as I say, that these gentlemen have to charge a little higher for these goods to offset the prices of the balance. Here is another item of "perfect" mucilage, at $6 a dozen; that is a high price. Some of the items in the contract are put in at exceedingly low prices.

Q. For example, six-pound note paper at seventy-five cents? A. A dollar and a half would be a low price for it. That is a low price at

seventy-five cents. I suppose that is in the contract. But, as I say, these things are probably put in at less than cost, and those other things are charged higher to offset those low prices.

Q. See if there is any other item which you think of? A. I could not tell.

Q. What is the difference between pints and quarts of ink as to quantity and cost? A. A pint is one half a quart, and the price of a quart would be one and a half to two dollars more than the price of a pint.

Mr. Cox—That is a sort of a trick of the trade? A. I presume it is. I think almost any one would take advantage of a thing of that kind from the way it is made up.

Mr. Baldwin—You think the contractors would take the advantage of it? A. I think I would, most decidedly. I have never been a contractor, however, for this particular department.

Mr. Steele—You speak of this mucilage being sold for six dollars, which was a high price? A. We could sell the same mucilage at two dollars if we had not this contract; but we could not afford to sell note paper at six bits a ream and charge two dollars a dozen for "perfect" mucilage.

Q. Are the articles bid below cost or not? A. I think almost all the articles on the bill are below cost. It seems so to me. I would not like to duplicate the articles called for at fifty per cent above the contract prices.

Q. Are those articles required that are bid at such low cost? A. I do not know what articles are required, because we never have furnished the goods.

Q. It seems that those that were sold at higher prices were called for? A. The higher prices than the contract prices—I think some of the articles were, but I suppose the bills were corrected. Any one having a schedule would be able to detect an overcharge, and no doubt correct the bill.

Q. From your examination of the entire bill, you thought the average prices paid would not be excessive? A. I do not think they were excessive; no, sir. It was probably a fairly profitable contract.

Q. Did you have any information of there being any collusion between the Secretary of State's office and Carlisle & Co. with reference to any of these supplies? A. No, sir.

Q. If there had been any, I suppose you, being in the same line of business, would have been likely to hear of it? A. I don't see how. If there was any collusion, it would seem to me it would have been kept very quiet.

Q. It might have crept out? A. I never found it out.

Q. Until you saw it in the papers? A. Not until I saw it in the papers.

Mr. Steele—Their bid was the lowest bid, and they got the contract? A. Yes.

Mr. Baldwin—Did your house bid on the contract? A. Yes.

Q. How many competitors were there for the same contract? A. Four or five—five or six, probably.

Mr. Cox—And the lowest bidder got it? A. Yes.

Mr. Steele—Were these articles bought on the outside purchased of the same parties that had the contract? A. That was the custom.

Mr. Baldwin—Is it customary for the party who gets the contract, anything furnished outside of the contract is bought from him? A. Yes, that is the custom.

Q. That is done for the purpose of equalizing matters? A. Yes, sir.

Q. You have only specified two articles, these pads and mucilage, which you think the price of was excessive? A. Some of the things are not described so that I can tell the market value of them. Here, for example, one dollar is charged for paper. There are a hundred different varieties of paper. It is impossible for me to tell what it was worth without seeing it. I could not tell whether it was superior paper or not.

Q. You do not see anything else you can specify? A. I think not, sir. There are five hundred pages, adhesive file; no sizes given here; price, three dollars. That might be a high price for one and a very low price for another.

Q. Are those articles that were sold at very low prices not used in very small quantities? A. I cannot tell you.

Q. I am not speaking of this particular contract, but is not that usually so? A. That the lowest bids are for goods that are not very much used?

Q. Yes? A. That might be so, but how is a contractor to tell unless he had the contract?

Q. I simply ask you as a gentleman acquainted with the way these things are done? A. That is the way bidders bid when they are aware of it, or when they have this information.

Cross-examination.

Mr. Hinkson—How long has this schedule been used by the State Board of Examiners? A. I do not know how long, but certainly six years, to my own knowledge.

Q. Well, it is a difficult job to make a schedule out correctly, is it not, as it should be made? A. Not to one having a thorough knowledge of goods required.

Q. Would it not be so to a stranger in the office? A. It would be so.

Q. A man would have to have some considerable experience to make it out properly and know what articles ought to be furnished? A. Yes, sir.

Q. Is it not customary with all stationers, in making bids for supplies, to charge higher prices for extras? A. Yes, sir.

Q. That is the basis that you put in your bid, as well as all the others? A. Yes, sir, it was.

Q. Do you remember your schedule if you should see it—if you should see it—your contract? A. That is just the way I made it out.

Q. State if you know if that was a copy of the bid made by your house [showing]? A. I could not tell; that would be impossible for me to tell. I have no recollection of it.

Q. Then you have no knowledge of Mr. Thompson being guilty of collusion and fraud in his dealings with the contractors? A. None whatever.

Q. Have you any reasons to suppose that he has been guilty of any bribery? A. I have no reasons, except the reasons that I have explained.

Q. Newspaper reports? A. Newspaper reports; those are the only sources of information I had.

Jacob Apple.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, residence, and occupation? Answer—Age, twenty-nine; residence, San Francisco; occupation, cashier for Cunningham, Curtiss & Welch.

Mr. Steele—Mr. Apple, has your house furnished any goods, stationery, or anything of that kind, to the Secretary of State? A. Not that I remember of at all.

Q. Do you know anything about this contract? A. I have nothing to do with the contracts that are made up by the different departments of the house. I simply attend to the financial department mostly—keeping the books.

Q. Are you acquainted with the prices of these articles, such as are specified? A. I will say now I know nothing about paper; I have nothing to do with the details of the business at all, and I could not give you any information at all, in regard to prices.

Q. You are merely cashier? A. Yes.

Q. What are your duties? A. I take charge of the cash in the department, and also the books, and have nothing to do with the selling of the goods in the store at all. I really do not know anything about prices.

Q. Do you know anything about these reports that have been circulated through the newspapers? A. Yes, sir; I have heard about them and read the articles.

Q. You know nothing of your own knowledge? A. I know nothing of my own knowledge; I could not give you any information in regard to prices at all.

Q. Are there any accounts on the books of your firm with the Secretary of State—the present one? A. We have sold him nothing since he has been in office.

Q. Do you know anything about the form of the contract? A. No, I have nothing at all to do with that; that is not in my line of duty.

J. P. Le Count.

Called by the committee and sworn.

Mr. Baldwin—What is your age, residence, and occupation? Answer—Age, forty-three, merchant stationer, San Francisco

Mr. Steele—Has your house furnished any stationery to the present Secretary of State? A. No, sir.

Q. Were you bidders for this contract in 1882? A. We were, sir.

Q. Have you looked at this contract; have you noticed it? A. I have seen it, and read it carefully—been all through it.

Q. Do you consider that contract a fair contract for the State? A. No, sir; I think it is extremely low, but no lower than mine—not materially lower than mine.

Q. It was lower than your house? A. A trifle lower. The principal contractors were all very close to each other; the difference was very trifling as compared with the amount. I am talking about the 1884 contract.

Mr. Cox—This was for 1882? A. I was a bidder for that, also, but I am talking about the 1884 contract.

Mr. Baldwin—You bid both on the contract of 1882 and 1884, Mr. Le Count; there is a little difference? A. Yes; I did so. There was very little difference in 1884 from that in 1882. The difference was very trifling. Take the whole four bids, I do not think there was a variation of over $300 in the whole amount.

Q. Were you since satisfied that you had been fairly treated by Mr. Thompson? A. We were, entirely so.

Q. Were there any rumors or reports about that time, or until these newspaper charges were made, that there was any collusion between the Secretary of State, or his deputies, and the house which received the contract? A. No, sir. I read the newspaper account very carefully, and examined it in detail, because it struck me as being written by a man who was ignorant of his subject, as he did not understand. There were inferences drawn there that there was collusion, based on the low prices given by A. Carlisle & Co. If that was evidence of collusion the same evidence of course would exist with Le Count Bros., Bancroft & Co., and the same evidence with all of them here. There are articles that are ridiculously low in all the bids. In some instances less than the cost of transportation without counting the value of the goods.

Q. There was no proposition of fraud, or suggestions of a fraudulent character, made to your house? A. None whatever. I do not know anybody connected with the State department. My bids were extremely low, in many instances less than transportation, based on statistics that I have kept previous to the contract. We never had a contract heretofore; I could not tell from actual experience what articles were used, and the only way that I could obtain information would be by keeping statistics of these bids; and when I see that a house bids ridiculously low for an item, I conclude that he does not furnish the article, and I make my bids accordingly.

Q. That is the basis of your bids on those articles; where you bid from year to year, when you see the prices are excessively low, you come to the conclusion at once that they are not used? A. Yes, I come to the conclusion that they are not used. I looked on the schedule as more particularly an effort to obtain from dealers prices generally on goods—to arrive at the conclusion which of the stationers would sell stationery in general at the lowest prices—not necessarily what he was exactly using, but a general list of stationery on which bidders should bid.

Q. You make those bids with the expectation of getting the outside purchases? A. I expected to get outside purchases.

Q. That was one of the inducements? A. Certainly. That schedule I do not think amounts to $7,000 in either of the four bids. There is not one of these four houses that would agree to furnish the goods on that schedule for less than $11,000 or $12,000. They expected to get outside purchases, which is perfectly legitimate.

Q. That is the custom that the party getting the contract, any articles that are purchased outside are to be purchased from that house? A. That is the custom with the party getting the contract; for articles that are purchased outside of the contract, they are supposed to charge a fair price, the same as to persons with whom they had no contract.

Mr. Cox—As you would sell to any other party wishing to buy? A. Precisely so, sir.

Mr. Baldwin—Have you any knowledge that any of these articles which were purchased outside of the contract, that exorbitant prices

were paid for them? A. In reading the schedule of prices I saw nothing that was charged excessively high.

Q. You read the article in the *Bee?* A. Yes, and the *Alta*, too, carefully.

Q. And do you think the outside purchases were not excessive in price? A. I do, sir. There may be some instances, some trifling instances, where an article has been obliged to be purchased by the contractor, so to speak, from other sources, he not having them himself. He may have had to go into the market and pay fancy prices for it himself.

Q. How do you explain about the item of ink in pint bottles? A. That is an advantage that the contractor has taken from information he has obtained from experience. For instance, if a storekeeper is called on constantly for pint bottles of ink, he sees that they are mostly called for; and if a man occupies a position it is hardly likely when he calls for pint bottles that you can say that he must buy quarts. He knew the demand was not for quarts, so he gives them for almost nothing, in order to get a fair price for his pints, and bring the total of his bid down low.

Q. What is the difference between pints and quarts? A. Pints, at a fair price, is $3 75 or $4 per dozen. Quarts are worth $5 30 to $6 50. I think, if you go over those bids, you will find in all the principal bids, that the quarts are offered from $1 50 to $1 75. That would hardly pay the cost of transportation on the ink.

Mr. Steele—Does it not follow as a necessary consequence, that if these bids are taken at the price so much below the actual value, that when these extras are bought you have to charge rather an excessive price? A. Not necessarily, for in the majority of cases, the articles in the schedule that should have been furnished are put in at a fair price. It was only the articles that were not called for that are put ridiculously low. There are many articles there that are actually used, and the prices are reasonable prices in that case.

Mr. Cox—If the Secretary of State finds himself short of any material in your line not on the contract, do you charge him more or less than any one else? A. Not under the circumstances. I would charge him a fair consumer's price, but I would not charge for outside articles in the same proportion as my original contract.

Mr. Steele—All these bids made on these contracts, are they not made with the view to get in all the outside business? A. Most certainly, from the fact that articles in that schedule are worth $4,000 or $5,000 more. That is customary, not only in contracts with the State, but in contracts with anybody, and is considered to be a perfectly legitimate business transaction.

Cross-examination.

Mr. Hinkson—Is it not customary for bidders in bidding for furnishing supplies, for bidders to always put in bids for articles that are not much used, at prices less than actual cost? A. Yes.

Q. Is it not always customary where a man has a contract, that the purchasers usually purchase extras from the contractor? A. Yes, sir; that is not only customary, but universal for bidders to put articles in the contract that are not used, or a very small quantity used, at a very small price, where the award is made on the gross amount.

Q. The general average? A. Yes.

Q. Speaking of the price of erasers, do you not remember your bid was $4 a dozen? A. I do not think there is any doubt of it. I could not say positively it was $4, but I am not surprised to learn it was.

Mr. Maslin—Do you recollect when the law was first passed providing that stationery should be purchased by contract? A. I do not.

Q. Do you recollect that you were a bidder in 1878? A. I could not say that I recollect that. I know that I have been a bidder for several terms.

Q. Do you recollect that you were a bidder in 1879, before Governor Irwin went out of office and Mr. Perkins went in? A. I could not say positively. I have seen that schedule over and over again.

Q. Can you state how long your acquaintance has been with these schedules that you looked over? A. Yes, sir; I could not say how long, but I know that certainly the same schedule has been in existence eight or ten years.

Q. That would be away back in 1876. The contract prices were made in 1875 or 1876. Do you notice any difference between the present schedule put out by Mr. Thompson and the one put out by Mr. Beck? A. They are the same identically.

Q. Mr. Thompson must have sent the same form got out by the first Board of Examiners who advertised for bids? A. Yes.

Q. From that you deduce that there could have been no collusion? A. It has been a matter of comment with me that they have been using the same blank now they have been using for years, and I thought somebody had a lot of these blanks around, and that they would probably have the same blank until that lot of blanks were consumed.

T. L. Thompson.

Called by the committee and sworn.

Mr. Baldwin—You are the present Secretary of State? Answer—Yes, sir.

Q. At the time you took the office of Secretary of State was there any ballot paper in the office left there by the previous Secretary of State? A. Yes, sir.

Q. How much and what quality, as near as you can state? A. The paper that was pointed out to me as ballot paper was about five hundred and some odd reams. I have my report which shows.

Q. That paper was in the office when you took it? A. Five hundred and sixty-three and a half reams of paper that was shown me, to be ballot paper.

Mr. Maslin—What are you reading from? A. My report.

Mr. Steele—Was this ballot paper all of one quality, or all of one color? A. It was.

Q. That was all there was in the office when you came in possession? A. That was all of the uniform paper.

Q. Was there any other kind? A. There was a lot of other paper.

Q. How much of the other paper? A. There was a lot of remnants of various kinds. I think there might have been one thousand two hundred and sixty-two and one half reams.

Q. What did those remnants consist of; what color and what kind? A. Yes, sir; they were of different kinds.

Q. Do you know about there being one thousand and seventy-seven reams sold to Taylor & Co. on April 4, 1884? A. Yes, sir.

Q. What quality was that? A. It consisted of a lot of five different kinds of paper.

Q. Do you recollect at what price it was sold? A. The net proceeds were $1,000.

Q. Have you any knowledge what that cost the State; that paper that was sold for $1,000? A. Except that it was used at different times for ballot paper.

Q. Under what circumstances was this sale made to Taylor & Co.; did you advertise it for sale? A. I did not.

Q. How was the sale made? A. It was a lot of paper in a damaged condition in the cellar going to waste, and I thought that under the section of the Code that authorized me, or directed me, to supply paper, that I could utilize it in furnishing other paper; and it was in a damaged condition, and getting worse all the time, and I consulted with the Governor and determined to sell the paper.

Q. Did you offer it to any other parties than Taylor & Co.? A. I did not offer it to them. I authorized my deputy to sell the paper, and he sold it the best he could get for it.

Q. You do not know whether or not any other parties offered to buy, do you? A. No, sir; I only know that after the matter had been arranged they did not want to take the paper; they thought it was too much for it at first.

Q. Who made the sale for you, Mr. Thompson? A. My deputy.

Q. Shattuck? A. Yes, sir.

Mr. Baldwin—This is a San Francisco house, is it not? A. Yes.

Q. Was it stored in the basement when you received it from your predecessor? A. Yes, sir.

Mr. Steele—Was it in a damaged condition? A. It was, sir.

Q. Had it been wet, or what? A. A great deal of it had been lying there some time, and it was damp. The paper generally was in a damaged condition.

Q. Do you know anything about five hundred and ninety-eight reams being left, after having sold these one thousand and thirty-seven reams, still in the office? A. Yes, sir, there was some left; some of the lot that was there was left; some of the lot that was in a very good condition.

Q. Do you remember what the color of this was that was sold to Taylor & Co.? A. It was a kind of brown paper, not ballot paper.

Q. Not ballot paper? A. No, sir.

Q. What was it? A. It was a similar paper, but did not, in my judgment, correspond with the paper that was given to me as ballot paper.

Q. What was the condition of this paper? A. Part of it was in good condition.

Q. What was done with that? A. It is there yet.

Q. You did not use it? A. I do not now know whether that is the exact amount you spoke of; there was a lot of it.

Q. I get this item from the *Bee*. You did not use that paper at all? A. No, sir.

Q. There is a considerable number of reams there still? A. Yes, sir.

Q. You did not use it, because you did not think it was fit for ballot paper; that was the reason? A. It was not ballot paper.

Q. Did you buy any other paper for ballot paper after that? A. Yes.

Q. What quantity? A. About two thousand and three hundred reams, I believe it was. I do not know exactly—about two thousand three hundred reams.

Q. From whom did you buy it? A.. From Blake, Robbins & Co.

Q. At what price? A. Two dollars and ninety-five and one half cents—two thousand three hundred and sixty-nine reams.

Q. I might ask why this five hundred and ninety-six reams was not sold when you sold the other. It was not fit to use? A. It was in better condition than the other paper was, and I thought it might possibly bring more.

Q. You made no effort to sell it since? A. No, sir.

Q. How was this two thousand nine hundred and eighty-two reams bought of Blake, Robbins & Co. How was that bought. As a private contract, or as a private arrangement, or done on a bid? A. By private arrangement. A number of people had talked about ballot paper, and the great difficulty has been that the State has never been able to sell its paper, because they have had a lot of bogus paper run on them. There has been a variety of paper, and my object was to carry out the spirit of the law. I determined that I would have but one kind of paper at an election, if I could possibly do so. They proposed to furnish me the paper at a price that would enable me to sell it at a material reduction at what the paper had been sold at before, and agreed that they would not compete with the State, and any paper that they used they would take from the State at the State's price.

Q. Do you think that $2 95 is a fair price for this paper? A. I do, sir.

Q. Do you know whether the same quality of paper could have been bought here in Sacramento for $2? A. I do not know.

Q. Do you know that any allegation was ever made? A. I do not.

Q. It says here in the *Bee* that it could have been bought for $2? A. I knew by the record what had been paid for ballot paper. Mr. Melone paid $6 37, and sold it at $7; Mr. Beck bought it for $5, and sold it for $5 50; Mr. Burns bought it at $4 10, and sold it for $4 50; I paid $2 95½, and sold it for $3 25.

Q. State why you make that advance in the price; is that advance regulated by law—ten per cent? A. That ten per cent is put on by law.

Q. It is alleged or charged here in the *Bee* that this paper, for which you paid $2 95 per ream, was purchased of the parties from whom you bought it, Taylor & Co., for $1 50 per ream; do you know anything about that? A. No. In regard to the sales, I bought two thousand three hundred and sixty-nine reams, and I paid $2 95. The gross amount received was $6,560 81, for what I sold.

Q. What was the buying price? A. Seven thousand dollars. I sold one thousand four hundred and fifty reams of this. The total amount sold by Mr. Melone, within his four years, was $8,988 92. This table shows the number of reams purchased, the amount paid, and the amount per ream for which it was sold, and the amount paid into the State Treasury:

BALLOT PAPER ACCOUNT.

	Number of Reams Purchased	Amount Paid per Ream	Amount per Ream, Sold at	Amount Paid Into the State Treasury
Drury Melone, four years	2,000	$6 37	$7 00	$8,988 90
Thomas Beck, four years	1,000	5 00	5 50	5,682 76
D. M. Burns, three years	3,560	4 10	4 50	167 00
Thomas L. Thompson, two years	2,369	2 95½	3 25	6,560 81

An adjournment was then taken till half-past seven o'clock to-morrow evening.

SACRAMENTO, February 25, 1885.

Meeting of the committee to investigate the office of the Secretary of State.

T. L. THOMPSON.

Recalled.

MR. STEELE—Did you sell any ballot paper prior to April, 1884? Answer—Yes, sir.

Q. How much? A. I cannot tell exactly.

Q. Could you tell by your report? A. By the book; the report will show.

Q. Prior to April 18, 1884? A. Here it is. [Looking at the report.] One thousand and thirty-seven reams.

Q. That is what you sold in April? A. This is July fourth—no, let us see—one hundred and seventy-nine and a quarter reams.

Q. At what price? A. At $4 50.

Q. What was the quality of that paper? A. It was called brown paper.

Q. Was it the same kind as that which remained in the office that you sold? A. I have some of it; yes.

Q. About how much of that have you still in the office? A. I could not tell exactly, unless I get the book. In 1884 the balance on hand was three hundred and eighty-four and a quarter reams, at the end of the fiscal year.

Q. Of this particular kind? A. Yes, sir; of the ballot paper at $4 50 a ream.

Q. There was but five hundred and ninety-eight reams left then, after the first sales? A. No, sir.

Q. I see it is stated in the *Bee* there were five hundred and ninety-eight reams left? A. This is exactly correct—this statement on the book. On hand, two hundred and twenty-five reams at the end of the fiscal year, of the regular ballot paper.

Q. That amount, with what you sold first, would have been sufficient to have supplied the State with ballot paper this year? A. No, sir.

Q. It would not have been sufficient? A. No, sir; according to the best information I could get, the lowest amount that ought to have

been bought was about three thousand reams—the best information I could get, when there was a general election.

Q. What was the amount of the appropriation for ballot paper? A. Seven thousand dollars.

Q. How much ballot paper did you contract for? A. Three thousand reams.

Q. How much was delivered? A. There was a kind of paper there, about two thousand three hundred and sixty-nine reams—those are matters I do not keep in my mind.

Q. Was $7,000 just what the appropriation came to? A. Yes, sir.

Q. Has that all been delivered? A. Yes, sir, and more too.

Q. How much ballot paper did you sell? A. I sold one thousand four hundred and some odd reams; I do not know exactly.

Q. Did your office supply all the ballot paper? A. Our office supplied all the ballot paper that was used in the State. Parties from whom I bought paper, bought paper from me and paid $3 25 a ream for it.

Q. Did Blake, Robbins & Co. furnish ballot paper? A. None except what they bought from me. I think they bought seven hundred reams from me.

Q. This seven hundred reams that they bought of you is included in the one thousand four hundred reams? A. Yes, sir.

Q. Then it only took one thousand and four hundred reams to supply the State? A. That is what I sold; if there was any other sold I do not know it; but I had to act on information. I thought it might take more. I thought it would even take more than three thousand from the information I had got. In making my arrangement with them they agreed not to compete with the State, but to buy all their paper from me, and I think they did so.

Q. That was the agreement? A. Yes; I have a memorandum of that.

Q. Then how much have you left over of the paper which you bought this last year of Blake, Robbins & Co.? A. I have this two thousand three hundred that I sold, less one thousand four hundred. I thought we had an appropriation sufficient to cover three thousand reams when I bought; when I made the contract or agreement.

Q. There are over nine hundred and sixty-three reams left? A. Yes, sir.

Q. What color is this? A. It is a kind of slate or blue color.

Q. Why did you change the color; why did you not keep the brown color? A. Because there were a number of tints, and I thought they would be imposed on. I thought it was necessary—the law requires me, in fact, to use paper of uniform color.

Q. Could not you have got the paper of the same tint as that which you had left of the brown paper, so as to use that? A. No, sir; I do not think so; and I do not think it would be safe, if I could, because it was an important election, and my object was to carry out the spirit of the law.

Q. You did not think that would have been carrying out the spirit of the law, to have retained the same paper? A. No, sir.

Q. Do you think it is necessary to change the tint every year? A. I think it is safe; I do not think it is absolutely necessary, but I think it is the duty of the Secretary of State to do what he thinks best to carry out the spirit of the law.

Q. As I understand you, when you made this contract with parties

for the paper, they are not to sell to outside parties at all; if they sell any paper they are to come to you, to the Secretary of State, and get it? A. That was the agreement. I thought it was in the interest of the State to do that.

Q. Had you any power to enforce any such contract as that? A. No, except as an agreement. I believed the parties would adhere to the agreement, and I think they did.

Q. I see it charged in the *Bee* that these other parties did sell—Blake, Robbins & Co. sold more paper outside of the paper your office sold them? A. I do not think they did sell any that they did not pay $3 25 to the State for. I thought the amount was nearly one thousand seven hundred reams. That you can ascertain very easily by looking at the books.

Mr. Baldwin—Where is that law in reference to the ballot paper? A. Eleven hundred and eighty-two of the Political Code.

Mr. Baldwin—Please read that section, Mr. Clerk. [The clerk reads.]

Mr. Steele—Why did you sell this ballot paper to Blake, Robbins & Co.? A. They asked me for it; they wanted the paper. They are a large house, and supply most of the interior printers. I sold paper to anybody that wanted to buy it.

Q. They bought it to sell again? A. They bought it to sell again.

Q. Do you not think that would open a door to malpractice, or at least to deception? A. No, I think that is the way to prevent it.

Q. Suppose that Blake, Robbins & Co. kept a lot of this paper they did not sell to the State, and they came to you and bought a small quantity, and then mixed it together, and sold it with that they had on hand? A. They could not do so in accordance with their agreement with me. It has been charged that I did not make any such an agreement, but I did do so.

Q. The question is, whether that would not afford them an opportunity to enter into such a practice? A. I suppose that a manufacturer might get paper, and I did not want them to undersell the State, therefore I required them to agree to take the paper from me.

Q. Do you know of your own knowledge, how much paper has been used in elections heretofore, say 1883, or when the State election was held? A. No, sir.

Q. This is the only State election since you have been in office? A. Yes.

Q. Is it a fact, Mr. Thompson, that there were only two thousand two hundred and seventy-four reams of this paper, delivered in the first instance, that you bought of Blake, Robbins & Co. on the first delivery? A. It was delivered in lots.

Q. At different times? A. Yes, sir.

Q. How many different lots? A. I think three or four.

Q. At what time was the delivery of all that you received completed? A. Just before the election, I think it was; I cannot tell exactly.

Q. You state that you contracted in the first instance for three thousand reams? A. Yes, sir.

Q. It was not two thousand nine hundred and eighty-two reams? A. Two thousand nine hundred and eighty-two was what I got, but the basis of my contract was three thousand reams. Two thousand nine hundred and eighty-two was what they manufactured.

Q. Would the $7,000 appropriation pay for that amount? A. No, sir.

Q. Then you bought more than the appropriation would pay for? A. I contracted for more.

Q. Did you receive it? A. Yes, sir. I expected to have money enough to pay for it, but I found there was not, and only took the amount of the appropriation.

Q. Then you only received what the money would pay for? A. Yes.

Q. That was two thousand three hundred and sixty-nine reams? A. Yes, sir.

Q. Did you sell this paper back to Blake, Robbins & Co. for the same price you paid for it? A. No, sir.

Q. How much additional? A. Ten per cent. I charged them $3 25.

Mr. Baldwin—Did they make an affidavit that it was to be sold for ballot paper? A. No, sir; not in every instance.

Q. Where did you get the authority to make the sale, Mr. Thompson? A. It has never been required—it is very hard to get those affidavits. Orders often come from the country, and the rule cannot be enforced. I gave them a certificate showing it was ballot paper.

Q. I asked you where you got the authority to make the sale without an affidavit being made? A. That is by the usual custom.

Q. Has that been the custom? A. Sometimes we got affidavits and sometimes we did not. It would be impossible to get them in every instance.

Q. How are these orders generally made from the different counties? A. They are ordered by individuals, as a general thing.

Q. Do they come by mail? A. Mail, express, or telegraph.

Q. You did not in all instances require an affidavit? A. No, sir.

Q. The affidavit is required under Section 1189? A. I found it had not been the practice to require it, and it was almost impossible to do so without great inconvenience to the public, and the State is not supposed to have but one kind of paper.

Q. When you sold to these men paper for the purpose of private tickets, or ballots, to be used at an election, it was to be used at the election to ensue after the sale? A. Yes, sir; that is the usual practice in those cases, and affidavits had never been required by anybody. It was a custom in the office, as I understand.

Q. What guarantee did you have from Blake, Robbins & Co. that this ballot paper that they purchased from you would be used for the purpose of providing tickets to be used as ballots at any election? A. They applied for legal election paper, and they got it from me.

Q. When was the application made? A. During the campaign.

Q. This last campaign? A. Yes, sir; in October.

Q. Did they satisfy you it was to be used for the purpose of providing tickets at that election? A. That is what they agreed.

Q. Did you have any written agreement with them about it; what was the agreement you had? A. Nothing, except their verbal statement, and the fact that they wanted the certificate from me to show it was legal paper, which I gave them.

Q. They purchased the paper from you, and you gave a certificate that it was legal ballot paper? A. Yes, sir; that they had purchased so much legal paper from me. They wanted a certificate to show to the committees, I believe.

Q. What is the average quantity of paper used at one election, say the election of 1882? A. It is very hard for me to tell. I consulted the books in the office in regard to ballot paper, and got all the

information I could as to quantity. It was variously estimated at from three thousand reams and upwards, and I was told by dealers it depended a good deal upon the election. Sometimes a good many parties were in the field, and sometimes not so many; more in State elections than in national elections.

Q. More in State elections than in national elections? A. Yes. There is likely to be more parties—more tickets.

Mr. Steele—You say, Mr. Thompson, it was difficult to obtain these affidavits from the parties to whom you sell the paper? A. Yes, sir.

Q. In what does that difficulty consist? A. They generally put off till the last moment ordering paper, and to send back and get an affidavit consumes time. For instance, they send an order very often by telegraph. I suppose that is the way the difficulty has come. We have but one kind of election paper.

Q. And you sell it to anybody that wants it? A. Yes, sir.

Q. Anybody that orders? A. Yes, that has been the custom.

Mr. Cox—In reference to the ballot paper, you have been carrying out the custom of the office heretofore? A. In regard to the orders, etc.; yes, sir.

Q. Since you have been Secretary of State, have you used more paper or less? A. I cannot tell. The receipts paid into the treasury are about all I have to go on. In two years I have paid more money into the State Treasury than most of them have done together. Nearly as much as some of them have done in four years. I have sold closer to the amount on hand than any of the others.

Mr. Cox—According to this statement—— A. [Interrupting] That is for the end of the last fiscal year.

Q. Did you ever figure up the difference between the paper you have used and that used by the other Secretaries of State? A. The amount?

Q. Yes? A. No, not carefully.

Mr. Steele—Do not the books in the office of the Secretary of State show how much paper has been sold each year for election purposes, or during such election? A. Yes, sir; they show the amount. The books in the Controller's office also show it.

Q. Would not that be something of a criterion to go by in calculating how much paper was needed in an election? A. It would; yes, sir. It would differ, however, if there were bogus tints of paper selling on the outside. There may have been paper sold and used that was bogus, on the outside. It would show what had gone out of the Secretary of State's office. My books will hardly tell much about it. The custom seems to have been under that law to have sold the paper and use the money to purchase other paper. I thought I had that authority, but I found I did not have it after awhile.

Q. How many reams of this paper, which you received from your predecessor in office, was damaged so as to be unfit for use? A. All the paper that I sold, and that amounted to pretty much all I had.

Q. That one thousand and thirty-seven reams? A. Yes.

Q. That was pretty much all damaged? A. Yes, all of it.

Mr. Cox—In buying the paper for the use of the ballots you make an estimate, I suppose, somewhere near what you need? A. Yes, sir.

Q. And the balance of the paper you do not dispose of you have on hand? A. Yes; and if I had ten thousand reams on hand, and I thought it would be in the interest of the State to change it, I would change it under that law.

Q. It would not make any difference how much you had on hand, if, in your judgment, it should not be used the next year? A. If I were satisfied it could be done safely; it would depend entirely on circumstances. I think the law is intended to protect the voter, and if I thought there was likely to be some bogus paper in the market, and it could be avoided by changing it, I think the law would permit it. It was originally intended to make everybody buy their paper from the Secretary of State; as to how it should be bought is another thing. The law ought to be amended, I think, to that effect, to make provision for the buying of this paper by advertising for the lowest bidder, or any other way that would be effective.

Q. In your judgment, for the benefit of the voter, the paper which was on hand when you came into the office was unfit to be used? A. Undoubtedly.

Q. And you sold it at a low value, in order to realize something out of it? A. That was a lot of paper—there was no one lot—it was a number of remnants.

Q. Supposing you had not sold it, what would have been the result with this paper that was left on hand? A. It would have laid there and rotted, I suppose.

Cross-examination.

Mr. Hinkson—Was the amount of paper that you received from your predecessor sufficient to supply the demand of the State, do you recollect? A. No, sir.

Q. What was the color of that paper? A. That was a brown paper. There were two different colors there.

Q. Was it not so that the tints of that paper had been counterfeited to a very large extent? A. I think it was; I knew of at least two.

Q. There were two kinds that remained in your office? A. Yes.

Q. Is it not true that Blake, Robbins & Co. had to a great extent the manufacture and the sale of that ballot paper before you made this contract? A. They are much the largest paper dealers in the State, and I know they have generally supplied the interior orders.

Q. Why did you make the contract with them instead of making it with some other firm? A. Because I thought it would be in the interest of the State to make it with them.

Q. In what respect? A. That if I could bind them not to compete with the State, nobody else would be likely to do so.

Q. And that they were large dealers in that kind of paper? A. Yes.

Q. What were the sales as indicated by the Secretary of State's books, by Mr. Burns, during his administration? A. A very small amount. My statement was taken from the Controller's book.

Q. It did not exceed $200? A. No, sir.

Q. What was the cause of that? Was it not from the fact that this paper had been duplicated to such an extent that other people outside purchased it, and did not come to the office for it? A. That is my judgment.

Q. The fact is, you do know that when you changed the tint and bought other paper you sold over $6,000 worth in one year at one election? A. Yes; not altogether. My $6,000 was not altogether for ballot paper. I included this lot of paper.

Q. That was $1,000, and about $5,000 and upwards of ballot paper? A. Yes, sir.

Q. How much ballot paper did Mr. Beck sell during his administration? A. I don't know.

Q. From Mr. Melone's administration down to the time you purchased this new paper the sales had diminished down from $8,000 to less than $200? A. Yes; I think it was from $8,000 down. I have forgotten the exact amount. I think in four years there were $8,000, and under Mr. Beck less, and under Mr. Burns less still.

Q. Mr. Thompson, could you explain why it is that the sales by the State decreased in such a great ratio during the terms of your three predecessors? A. I do not know, unless there were bogus tints of the paper in the market.

Q. What do you call a bogus tint? A. I do not know any way, unless it was sold outside.

Q. How would that affect the amount of sales by the State? A. Of course, they would be less.

Q. Is it not true that the bogus paper is sold cheaper than the genuine? A. No; they generally charge as much as the Secretary of State does, as far as I know.

Q. Is it not true that each of your predecessors, Messrs. Melone, Beck, and Burns, changed the tint of the ballot paper during their respective administrations? A. Yes. I do not know—yes, I think Mr. Beck did it.

Mr. Maslin—Mr. Steele was asking some questions as to why you bought more ballot paper than you had an appropriation for; did you explain that to him? A. I supposed that I had an appropriation enough to cover the three thousand reams of paper.

Q. That is $7,000? A. No, sir.

Q. Did you not add some more money to that $7,000? A. When I sold this paper I expected the money could be used for ballot paper; that I could use $1,000, and I expected it to go into the ballot paper fund, so that I could use it and buy more paper.

Q. Why could not you do it; did you have any information from the Controller's office? A. Yes.

Q. What did he say? A. That it could not be used.

Q. It turned out that the money you got for the paper you sold, went into the General Fund? A. Yes.

Q. And you had just a specified appropriation to draw on? A. Yes, that was all.

Re-direct Examination.

Mr. Steele—I want to know whether this paper that you sold to Blake, Robbins & Co.—this ballot paper—whether they sold it at the same price they gave the State? A. I do not know whether they did or not; I do not think they did; it would depend on circumstances whether they did or not.

Q. Did you not conceive it to be one of the objects of the law that the parties who used this paper should have it at the price the State paid for it, plus ten per cent? A. Yes; and they can always get it at that, at the Secretary of State's office.

Q Suppose that Blake, Robbins & Co., after having sold you this paper, should turn around and buy all the paper you had; then they would have a monopoly of it? A. They would have to show me that they needed it for ballot paper, and if I thought anything of that kind was likely to occur, I would inquire into it; and I do not know if they made that affidavit, that would have prevented it.

Q. How much did that leave on hand, after you sold to this firm for their requirements? A. I believe I sold somewhere about seventeen hundred reams.

JOHN P. DUNN.

Called by the committee and sworn.

MR. BALDWIN—What is your name, age, residence, and occupation? Answer—J. P. Dunn, State Controller; age, thirty-three; residence, Sacramento.

Q. What is your official position? A. State Controller.

Q. You are acquainted with the Secretary of State, Mr. Thompson? A. Yes.

Q. Tell what you know in reference to the charges that have been made against the Secretary of State in reference to the purchase of stationery, etc.; state fully, without the necessity of our asking you questions? A. I would like to state first that I think Mr. Thompson made a mistake, through inadvertence on his part, undoubtedly, about the amount of ballot paper sold by Mr. Burns. If I understood his testimony correctly, I think it is due to him I should make the statement now, so that he may correct me. I understood him to state, on the request of Mr. Hinkson, that Mr. Burns had sold less than $200 of ballot paper. Mr. Burns claimed to have sold about two thousand reams of ballot paper. We have him charged something like $7,000. Of course, the record in the Controller's office would bear Mr. Thompson out, because Mr. Burns turned in to the State Treasury $176. The position he took in his report was that he had used money that the State had appropriated, and he had bought the last paper with the State's appropriation, and then he had used that money that he received from the sale of that paper; he used it to buy more paper. His report, I think, will show that he sold something like two thousand reams. I state this now, so that Mr. Thompson may be able to verify it.

MR. THOMPSON—The statement I made was based on cash receipts, as shown by the Controller's books.

THE WITNESS—It seems to me to be rather a difficult thing to answer your question in that shape. It covers too much ground.

Q. Say what you know, and we will take it in narrative form, and then it may suggest some questions for us to ask. Make a full and complete statement of all you know in regard to the matter; in relation to all these charges, and that may suggest some interrogatories to members of the committee? A. Mr. Chairman, the first information that I received as to any question about stationery accounts in the Secretary of State's office came through the *Bee*, or persons connected with the *Bee*—not to myself directly, but I heard of it a very short time afterwards. I immediately undertook to look into the matter, and a gentleman made a statement to me—one of the clerks in our office—and he told me some things to which the person connected with the *Bee* had called attention. I then came to the conclusion that the stationery had not been supplied in conformity with the law, nor in conformity with the contract. I am now stating my opinion about it. I went to Mr. Thompson, and I spoke to him about it, as to how the stationery had been supplied, and said there was something wrong about it, and he assured me, and I believe him,

that he knew of nothing wrong. Then I went into an investigation of the bills presented by Carlisle & Co. I found that, I think, about one half of the goods supplied were furnished under the contract. I found, furthermore, that the contractor presented bills for goods contained, as I took it, in the contract, where there were two prices provided for a certain class of goods. As an illustration, take the supply of erasers. The contract called for Rogers' steel erasers at $6 a dozen; it also called for fine knife erasers at $2 25. Every one of the bills presented showed a charge of $6, in every instance, for the erasers, whether they were designated Rogers' erasers or not, and I think the bills only designated Rogers' erasers once. And the gentleman who has had charge of the stationery department informed me, and also a clerk who was present, that he only knew of the receipt of one dozen of Rogers' steel erasers. There were none up there, and we looked time after time; we found some of Rogers' erasers—I think less than one dozen. The same fine steel knife erasers, called for at $2 25, he charged $6, in every case, and in some cases when spearheads were supplied. I found, further, that the contractor had charged for thirty-five-pound envelopes at $8 a ream, with one single exception, where he charged $7 50 a ream, when the contract called for the paper at $1 50. You might go through the list and find many things somewhat similar to those. I think there is nothing, though, as I looked at it, so flagrant as the supply of envelope paper, where the contract called for it at $1 50, and furnished one pound less in quality, and $8 charged. I talked with Mr. Thompson and Mr. Shattuck, and spoke of the fact that ink was called for in pint bottles at $3 75, and for quart bottles at $1 50 a dozen, and the bills, I think, with one exception, show that pint bottles were furnished. I spoke to Mr. Shattuck about that, and he said that the State officers always ordered pint bottles, and I believe he referred to the fact that our office had always done so; and I asked one of our boys if that was so, and he said "Yes," because he presumed that was what was on hand. And, as I understand, it was much more convenient to distribute pint bottles. For instance, the members of the Legislature would not care to have quart bottles. I was not aware of the law, at that time, under which these supplies should have been furnished. I supposed that the accounts were properly incurred by the Secretary of State, and the Board of Examiners afterwards took the position that the Secretary of State was not authorized to purchase any stationery; that that solely resided with the State Board of Examiners since 1876. I believe there is some contention on that point, as to whether the Secretary of State has that right or the Board of Examiners, to purchase stationery. I have maintained, since I saw that law, that the Secretary of State has no right to purchase supplies. I do not know anything further. I am speaking in a general way, unless you desire to ask me some questions. I will say further, that we went into that investigation as fast as we could, and I expected to have it completed before the Legislature met. One of the reasons that brought me down to the city was to look this matter up; and I met a gentleman down there who was supposed to be well acquainted with the prices of this kind of stock, and he seemed to take the same view that I did, although I see he testified differently last night.

Q. Who was that? A. Mr. Welch. That the prices were exorbitant in many cases, and shameful in many cases; but I was compelled to come back, as I was afraid the Legislature would organize,

and the old employés should go out, and they would be hanging around Sacramento and blame me because they could not get their warrants, so I came back, and after I got back I still intended to go on, but time crowded, and I expected to get a statement from Mr. Thompson, and understood he had gone to some stationery men and was anxious to compare them before I took any action. My idea was that more had been charged than should have been charged; and my idea was that some demands should have been made to refund the money to the treasury.

Q. What portion of these goods were supplied outside of the contract? A. I think more than one half. I think fully one half; but we estimated it at the time we were going over the goods that fully one half was furnished outside the contract.

Q. You mean things not enumerated in the contract? A. Yes.

Q. Were those articles so supplied; how were the prices; were they reasonable or exorbitant? A. I think they were exorbitant in many cases, and I think as far as I was able to detect in pretty nearly all cases, and I think it was the intention of Carlisle & Co. to make it so, and they did not deny the fact to me.

Q. These supplies were all from this house, were they? A. Yes.

Q. In that category of steel erasers and envelope paper, what is the market price of those steel erasers? A. I take it, Mr. Chairman, that so far as they are concerned, the contract provides for them at $2 25 a dozen. So far as I was able to learn, all the erasers that we were able to find up there, the day we were making the investigation in the stationery department, Carlisle & Co. have charged $6, and the contract called for that kind of an eraser at $2 25 a dozen.

Q. What was the kind of envelope paper that was furnished? A. Envelope paper. The contract called for thirty-six-pound envelope paper at $1 50 a ream.

Q. What kind was actually supplied, and at what prices? A. For instance, the contract called for seventy-five reams of thirty-six-pound envelope paper at $1 50 per ream, while Carlisle & Co. furnished thirty-five-pound paper and charged $8 in every instance except one, and in that instance $7 50. Mr. Thompson did cut that bill down to, I think, $1 50 per ream. They finally put in their claim for the balance, and I think it was allowed, all told, at the rate of $7 50 a ream. But in every other instance it was $8. I asked Mr. Williar, of Carlisle & Co., about that. He told me, as I now remember, and I think very distinctly, that there was no such paper as thirty-six-pound envelope paper. I asked him why he charged the State $8 a ream for a pound less in quality. He said it was not a contract article. I said it was not better than the contract called for, but he claimed that it was not in the contract, and he had the right to charge whatever he could get for it.

Q. Do you think it was an excessive price? A. I think this: I think when the contract called for thirty-six-pound paper, that if he furnished but thirty-five-pound envelope paper, he had no business to charge any more for it. That is what I think. It was an inferior quality of paper. It may be one of the tricks of the trade, but I do not believe it.

Q. Do you know of any other instance in which that occurred in the furnishing of supplies; if so, just designate them? A. The contract called for feather dusters, assorted, at $19 per dozen. He furnished some for which he charged, I think, in one case—two dozen, number

twenty-two—this called for twelve dozen, numbers fourteen, sixteen, eighteen, and twenty, assorted, at $19. In one instance he furnished one dozen of number twenty-two's at $19, and in another instance he charged $42 a dozen, and I think one or two where he charged $36.

Q. That is outside of the contract? A. The contract does not call for number twenty-two, but in one case he charged $19 for number twenty-two, and in another case $42 for the same kind.

Q. Number twenty-two is more expensive? A. I presume it would be. Is this a copy of this year's contract?

Q. Did you have any conversation with Mr. Carlisle in relation to the price of stationery? A. I had with Mr. Williar, and Mr. Carlisle generally; but I only talked with him a very few minutes. But with Mr. Williar, I talked considerably with him in the city, at California Street, and talked with him here, and he came into the office about three weeks ago, and I had rather an unpleasant talk with him at that time.

Mr. Steele—These Rogers erasers that you speak of, are they more expensive or less expensive than the steel erasers? A. The contract called for ten dozen Rogers steel erasers at $6 a dozen, and fine steel knife erasers for $2 25 a dozen. As far as I am able to learn, the knife erasers—they were all other erasers than Rogers, except one dozen. I think the bills will show that Mr. Carlisle never charged less than $6; whether he did or not designate them as Rogers erasers, which he only did in one instance—there may be two.

Q. Do you find any other articles, Mr. Dunn? A. The contract calls for mucilage, quarts, giving maker's name, per dozen, $4 35; pints, giving maker's name, per dozen, $1 25, as I read it here. Now, there was considerably many dozens of "perfect" mucilage furnished, for which they charged $6 a dozen. That is not called for in the contract—the "perfect" mucilage. My information goes to show that that mucilage should have been purchased in the open market for not more than $3; I think they are sold at the rate of twenty-five cents a bottle, retail. I think that one of the prices I received for that was $2 25 or $2 50 a dozen.

Q. Are there any other articles? A. I cannot think. There are many things here that run in that direction—if I could get those lists. If you want the details as far as we have it, I could find out and get the lists where we think there are excessive prices charged.

Q. The item in reference to banker's shears? A. That was something we were unable to come to any definite conclusion about, because in many instances the bills were indefinite. The contract calls for banker's shears, twelve-inch. I think some shears were furnished thirteen-inch, and some ten-inch, and I do not know whether any other sizes were named—and I think in particular cases no sizes were named, in which there was considerable difference from the contract price. There were many items that we were unable to come to any conclusion about, as the items were so indefinite as to what it was intended for; that was the trouble that caused the delay in finding out about it.

Q. There is an item in reference to scrap books? A. Mr. Chairman, you are asking me to tell all these things from memory, and I assure you that it is difficult for me, with a poor memory, to recollect everything. I cannot very well do it. I think the scrap book account pretty nearly tallied with the contract; I think so, but I am not positive about that.

Q. Did you have any talk with Mr. Thompson about what you thought were these exorbitant prices for these articles? A. Only in a general way. Of course we talked about the matter, and Mr. Thompson, of course, knew that—I believe he knew—I thought the paper was charged several times very exorbitantly, and he probably heard me say very hard things about some of the charges made, and I thought the contractor was trying to rob the State, and I have not hesitated to say so, and still think so yet. I do not remember distinctly what conversation we had about it, but I know Mr. Thompson seemed to be desirous that I should not think there were any overcharges, and he would endeavor to do what he could if I could convince him I was right, and have the matter rectified.

Q. What did he say with reference to the charges; that they were reasonable or otherwise? A. I think he did not consider that all the charges were reasonable. As I say, Mr. Thompson had not checked up these items; he did not receive these goods himself, and he did not check off the bills himself, either; that was left to other parties in the department.

Q. Did he say to whom was intrusted the matter of looking after these contracts? A. I do not know that he said so, but I thought I found out. I supposed it was generally understood the Janitor received the supplies. I understood from Mr. Brown that he checked off the bills. The Janitor received the supplies, as in the receipt of goods, without any reference to any price charged, and Mr. Brown checked up the bills as to prices charged. That is my recollection of how the system was carried on.

Q. Who was the Janitor? A. Mr. Tormey was the Janitor for some time, and Mr. Maguire was in when Mr. Thompson went in there. He had been the Janitor for seven or eight months, and probably more.

Q. Did he say he was intrusted with the purchase of these supplies outside of the contract? A. No; I supposed this, that the system under Mr. Thompson was carried on somewhat like it was carried on under all the Secretaries; that if I went in there and asked for anything you did not have there, why, they would send for it and get it, whether it was included in the contract or not; and who sent these requisitions I do not know. My impression was, it was Mr. Shattuck, who was the deputy, because he has been attending to that kind of business; but I am not aware of it.

Q. In your opinion do you think these articles, for which you think too much was charged, if they had been purchased in this market here in Sacramento, could have been got for much less? A. Many of them, I think. My idea would have been in the matter just this way; I thought that where the contract provided for an article, that if anything was furnished that was not as good as the article that was in the contract, that the fair and square thing on the part of the contractor was not to charge above what the contract called for for the better article.

Q. Do you understand that it is customary in these contracts, where contracts are put in at low figures, for the contractors to expect to make up the difference by supplying articles outside of the contract? A. Well, I suppose that must have been the idea for a long time. I do not know about that.

Q. That appears to have been the rule from the statement of some of these bidders last night? A. Yes. Of course a large portion of

these goods—I think more than one half of the goods supplied under this contract—were, according to the bills, furnished upon requisition of Mr. Burns, or his administration. I think a large number of the things—two of the large bills—more than half of the goods supplied, something like $10,000, supplied under this contract, was ordered by Mr. Burns, or somebody in his office, in December, 1882. The bills will show that. The warrants were drawn by me a month or two subsequently, when I came in, probably the latter part of February or March. The goods were furnished to Mr. Thompson, but were ordered by Mr. Burns.

Mr. Steele—Do you consider it obligatory on the Secretary of State to buy the goods that are not specified in the contract of the same party with whom the contract is made? A. My opinion is that the Secretary of State is not authorized to buy a dollar's worth of stationery as Secretary of State.

Q. Either by contract or otherwise? A. No, sir.

Q. Do you find that from a statute? A. Yes, sir.

Q. With regard to this law of buying by contract, is it your opinion that it is the intention of the law that all the goods shall be purchased by contract? A. Yes, sir.

Q. And none purchased without the contract? A. Yes. There is an exception provided for, that the Board of Examiners shall buy of bidders at the price they consider the lowest bid.

Mr. Hinkson—Did you ever hear that the Code gives the Secretary of State power to purchase stationery? A. No, sir; this must be said: that the construction Mr. Maslin puts upon that law has been so considered, but I think the section I refer to is plain. It is the duty of the Board of Examiners, and nobody else has the right to buy goods. I take him to be simply the custodian to supply the goods.

Q. Do you think the practice of buying goods outside of the contract has resulted beneficially to the State or detrimentally? A. According to my figures it has resulted detrimentally to the State.

Q. Would it be likely to open the door to fraud? A. I do not propose to say that.

Mr. Cox—This is the contract of 1882? A. Yes.

Q. Mr. Thompson has bought nothing under this contract? A. Yes; you have reference to the contract of 1884; I don't know; I understand he says not; I know no bill has come into our office during the contract of 1884 that I am aware of; I have drawn no warrant on goods furnished under the contract of 1884.

Q. You could not enumerate the articles bought under the contract? A. I do not remember them.

Mr. Steele—Do you know anything about this ballot paper business? A. Only in a general way; I heard all the questions, and I could not give you any information.

Cross-examination.

Mr. Hinkson—Do I understand you, Mr. Dunn, that those steel erasers that you speak of were most of them furnished outside of the contract? A. No, sir; I intended to make myself plain. The contract calls for Rogers' steel erasers at $6 a dozen. It also called for fine steel knife erasers at $2 25 a dozen. There is no question at all that knife erasers were furnished, for which the charge, according to the contract, should have been $2 25 a dozen. There is no charge in

any of these bills for knife erasers for $2 25. The lowest price charged for the erasers is $6 a dozen.

Q. You do not know from the bills whether or not those were the kind that were contracted for at $6 or not? A. The bills do not say so.

Q. You cannot tell from the bills? A. I am satisfied they were $2 25 erasers.

Q. What were those last bills? A. There is one instance only where a Rogers' eraser is designated. In every other instance they are designated as erasers. When we went up to find out about these items, we did not find any Rogers' erasers there except a few, less than a dozen, and Mr. Tormey only knew of one dozen Rogers' erasers while he was there, and we found a great many fine knife erasers, and they are not better than the fine steel erasers, because they are a knife eraser, and they come under the item in the contract of fine steel knife erasers, and if they are fine steel they comply with the contract. I see they do comply with the contract, but instead of charging $2 25 they charge $6.

Q. You state, in your judgment, about one half the articles were furnished outside of the contract; do you know how it came these articles were furnished outside of the contract; were not they ordered from orders that were given from the State officers for these articles? A. I presume the Secretary of State had orders from our office that were not in the contract, and in order to oblige us sent and bought them outside of the contract. I assume that to be the case.

Q. Is not that true with all those articles that he purchased outside of the contract? A. I suppose that is the case.

Q. When did you have that conversation with Mr. Thompson with reference to the overcharges in this bill? A. I think I must have talked with him two or three times about it shortly after the thing came to my attention—I think the very day it came to my attention.

Q. Do you know whether or not, when you called attention to it, he took cognizance of the charge to see whether any overcharges were made or not? A. I understand he started in to investigate about that, right away, with the view to find out whether there were any overcharges. That is what he told me.

Q. With reference to the power of the Secretary of State to make purchases without authority of the Board of Examiners, is a mooted question, and has it not been so for a number of years? A. No, not that I am aware of; not since I saw that law nobody has questioned it at all, and the question was never mooted before, because I assumed that the Secretary of State had the right, but since that law has been called to my attention, I have no question about it, and I refuse to draw a warrant.

Q. What law do you refer to? A. Section 776 of the Code.

Q. Is there not in the Code a statute, passed in 1876, authorizing the Secretary of State to make those purchases; have you ever examined that statute? A. No, sir.

Q. Then you do not know but that statute gives him authority to make these purchases? A. I do not know, but I think if there is any law that is plain and unmistakable, it is that the Board of Examiners shall advertise for the goods to be supplied. I think it covers the ground as broadly as an Act can.

Q. Might it not be that through an inadvertence on the part of the Legislature the statute to which I refer still remains in force and

supersedes the one now in force? A. I have not seen that Act, and I think this other Act is as plain as can be.

Q. When was that Act in reference to the purchases for the Secretary of State by the Board of Examiners incorporated into the Code? A. In 1876, I think.

Q. Is it not true that Mr. Thompson has reduced the expenditures of the Secretary of State's office very largely during his incumbency in office? A. I think it is but fair to Mr. Thompson to say this, and to Mr. Shattuck, also. They were into our office, Mr. Shattuck particularly—I presume it was in Mr. Thompson's interest—inquiring about the stationery, and the amount supplied under Mr. Burns—that was before we suspected there was anything wrong with Mr. Burns' accounts—stating they were going to reduce largely, and according to the way they were running at that time, they were going to reduce the amount very much. The report shows that to be a fact. Mr. Thompson has not used one half the stationery used by Mr. Burns.

Q. What is the condition of that fund in that office, as compared with Mr. Burns', or any other predecessor? A. I do not know any other predecessor except Mr. Burns, and that but little. It is very largely in excess of Mr. Thompson's.

Q. How is it in regard to the fees paid into the State Library from his office? A. Mr. Thompson has been turning in something like $13,000 a year, whereas Mr. Burns turned in something like $6,000. That is outside of the ballot paper account.

Q. In your investigation of the books and accounts of Mr. Thompson, and your knowledge of the duties and responsibilities of that office, have you seen anything that would lead you to believe that Mr. Thompson was in collusion with any person for the purpose of defrauding the State? A. No, sir. I think they have occurred unknown to him, because he assumed everything was all right.

Q. Have you discovered anything by which you were led to believe that Mr. Thompson is otherwise than an upright, honest public official? A. Nothing that I have ever seen has given me any right to say that he is any other than an honest man.

Mr. Steele—With regard to this stationery account, I understand you to say Mr. Thompson, Secretary of State, has reduced the amount paid for stationery very much—that is, you say it was much less than the amount was under Mr. Burns; is there any reason for that existing in the amount of stationery used under Mr. Burns' administration and that used under Mr. Thompson's administration? A. The slight investigation that we made of Mr. Burns' stationery account has convinced me that we did not make the investigation as thorough as we should have made; in fact, we charged him simply the difference between the amount of stationery supplied and the amount on hand, and the amount furnished to the State officers. We did not go into investigation of excessive charges we found in many cases. I did not make that investigation myself. We found many cases where very large prices were charged for fancy ink bottles and other articles, apparently nowhere to be found at all.

Q. Under Mr. Burns' administration? A. Yes, sir; and I think, without having the figures, Mr. Thompson's account has been a little more than one half that Mr. Burns' was for the same period of time. I think Mr. Burns had a deficiency claim of about $12,000, and I think he had an appropriation of $25,000 for his two years. Mr. Thompson has no deficiency claim in this time that I am aware of, and he has not used all of his appropriation.

Q. Is there any reason why there should be any more stationery used during Mr. Burns' administration than during Mr. Thompson's? A. Not that I know of.

Q. This law limiting the members of the Senate and Assembly to $25 was in effect then? A. That was in the time of Mr. Burns, also.

Q. Prior to that time there might have been more? A. I understand there was one Legislature where there was a charge of $2,200 for newspapers alone.

Valentine S. McClatchy.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, residence, and occupation? Answer—Twenty-seven; Sacramento; one of the proprietors of the *Bee*.

Q. State what you know with reference to these alleged charges of corruption and fraud in the Secretary of State's office? A. In regard to the details, Mr. Chairman, I will say that I do not like to repeat them now from memory. The statements made in the *Bee* were written by myself, and I would like to make them part of my testimony, and from data which I had just obtained. I can tell you how I obtained it, and make any explanation that you may wish to have in regard to it. My attention was first called to the matter by the curious manner in which the bids were made—that is, the extraordinarily low prices which were awarded for some articles, and what I thought rather high ones for others; and I went up the next day after the contract was let to the Secretary of State's office, and obtained some information there in regard to the various matters, and a copy of the contract of 1882, under which the stationery had been supplied for the past two years. I obtained permission from the Controller's office to go there that evening and investigate the books, and I compared them as I went along with the contracts, and the result of my investigation is embodied in that article, which I suppose you may have seen, and which is as follows:

BALLOT PAPER.

Why the color has been changed by each Secretary of State—Paper bought by the State for $4 and $6, and sold for less than $1 per ream—Nuts for Secretary Thompson—Two thousand four hundred dollars' worth of paper thrown into the cellar as "waste," to make room for a fresh lot from San Francisco paper men—That blue tint paper—Bought just before election at twice its value—Some interesting details of a very queer transaction—What the *Bee's* investigation reveals.

The State's experience as a dealer in ballot paper has been an expensive one, as some of the following facts will indicate. The effect of the present system has been simply to place in the hands of paper contractors a large amount of money taken from the State, while those who use the ballot paper have been forced to pay two and three times its value, and the State has returned to the paper men quantities of unsold paper at from one fourth to one sixth the amount paid for it. The ostensible idea was to preserve the sanctity of the franchise by having uniform ballot paper all over the State, and the Secretary of State is accordingly authorized to purchase, to the extent of the appropriation, paper of any size, grade, or color he desires, from whomsoever he chooses, and at whatever price best suits him—and the contractors. This simple statement will show what an excellent opportunity for "jobs" is presented in the matter. It was understood that the mills should manufacture the particular style of paper selected only for the Secretary of State, but this has amounted to nothing practically, for the paper has been steadily counterfeited, and we know of numerous instances in which the contractors themselves have offered to sell it at rates below those charged by the State. In fact this would appear to be done systematically, for an excellent authority informs us that while, in a general State election, and the local elections that may occur in the same year, about two thousand five hundred reams of ballot paper are used, but seven hundred or eight hundred reams are pur-

chased from the Secretary of State—the balance being sold by contractors, mills, and dealers, at a discount on the State prices. The result of the law is, therefore, as before stated, to enable the paper men to sell the paper at twice what it is worth.

The price for ballot paper (to the public) has varied considerably. The custom has been for the Secretary of State to charge ten per cent advance on manufacturers' prices, to cover cost of shipping, handling, etc. Thus the paper sold by the State at $5 50 per ream was purchased from the manufacturers or contractors for $5. Under Drury Melone ballot paper was sold for $7 a ream. It was a finely finished pink paper, but the price was much too high, although it has been urged that the contractors had to take the chances of payment, as no appropriation had been made. Thomas Beck supplied a different grade of paper at $5 50 per ream, and shortly before the end of his term reduced the price to $3 50. Dan. Burns supplied the public with paper of a light brown tint (it more properly approaches a cafe au lait tinge) at $4 50 per ream. Last year Thomas L. Thompson, the present incumbent, supplied the same paper from the Burns stock, but this year, shortly before the November election, he changed the price to $3 25 per ream. The prices which these respective styles of paper have cost the State may be obtained by deducting one eleventh from the prices at which they were sold to the public as here given. There is but little of this paper, however (and with regard to the Burns and Thompson stock we have had the estimates of various experts), that is worth more than half what the State paid for it, and it is doubtless this reason which has induced every Secretary of State to change the color and give the contract to a different firm. H. S. Crocker & Co. had it under Melone; A. L. Bancroft & Co. got it under Beck; the Union Paper Co., of Holyoke, Mass., figures on the books and vouchers as having furnished Burns—though we understand the contract was made with Blake, Robbins & Co., of San Francisco; and now Thompson has given it to Blake, Robbins & Co., and that firm had the last paper made by Taylor & Co., of San Francisco.

PRACTICAL INVESTIGATION OF EXISTING FRAUDS.

The *Bee*, in investigating a matter of this kind, investigates, when possible, that portion of the subject which forms a live issue. For this reason, it does not go back into past administrations to show up the delinquencies of officers who already stand before the people as derelict in their duty and criminally solicitous for the well-being of their own and the contractors' pockets—this is an easy task; but it will call attention to the manner in which the purchase and sale of ballot paper has been managed under the present Secretary of State, Thomas L. Thompson, to whose queer stationery transaction it has already called the attention of the State.

Thompson, on taking office, received from his predecessor, Daniel Burns, one thousand eight hundred and twenty-six reams of ballot paper, all of it, with the exception of not to exceed three hundred reams, being in excellent condition, but of four or five different colors, each Secretary having disdained to use the paper of his predecessor, and preferred rather that it should be thrown in the cellar as waste paper, that he might enrich other paper men by ordering a new style. Of the one thousand eight hundred and twenty-six reams thus passed over to Thompson, less than half was of the brown tint in vogue under Burns. Of this kind, Thompson sold one hundred and ninety-nine and one half reams at $4 50 per ream. Of the various other styles, he sold, in April, 1884, as refuse, one thousand and thirty-seven and one half reams to Taylor & Co., the paper men of San Francisco, for $1,000—less than $1 per ream; and this same paper had cost the State $4 10, $5, and $6 37 per ream, and most of it was, at the time of sale, in excellent condition. Deputy Secretary of State Shattuck stated that although repeated efforts had been made to sell this paper, the amount named was the highest that could be obtained for it; and the statement, if true, is a striking proof of the manner in which preceding Secretaries had allowed the State to be swindled. Here was a paper bought by the State from the paper men for between $4,000 and $5,000, stored at the Capitol for a few years, and returned to other paper men for $1,000. It is probable that in this matter Thompson acted for the best interests of the State—at all events the *Bee*, from the facts before it, is disposed to believe so. But mark his future actions. He had remaining of the lot turned over to him five hundred and ninety-eight reams, which, according to his deputy, was of the brown color used by Burns, and all in good condition, and salable at $4 50 per ream. Instead of continuing the use of this, however, Thompson adopted a new color, a light blue, and ordered two thousand nine hundred and eighty-two reams of it from Blake, Robbins & Co., at $2 95 per ream, and the $2,400 worth of the brown tint was thrown into the cellar to be sold as waste paper. Blake, Robbins & Co. had the new paper made by Taylor & Co. (who had purchased the old paper), and paid them, we have been informed, $1 50 per ream for it. For this, however, we will not vouch, but we can tell what it is actually worth. It is inferior to the Burns' paper in finish, and a number of experts inform us that it should retail here in Sacramento for less than $2 per ream. To be certain, however, we sent a sample to a large paper house, and asked them to quote their lowest rate on three thousand reams, on the understanding that the mills would make the same paper for no one else. This condition, for comparison with the present case, it was, however, unnecessary to make, as will be seen. The price quoted in reply was only $1 60 per ream. It is, therefore, not impossible that Taylor & Co. sold for $1 50 per ream the lot of paper for which Blake, Robbins & Co., at the order of Secretary Thompson, received $2 95 per ream from the State, a difference of over $4,000 in Blake, Robbins & Co.'s favor. There are some very curious facts connected with this transaction which the reporter, in an interview with A. E. Shattuck, the Deputy Secretary of State, endeavored to fathom. For instance, it was openly hinted some time ago that the new tint had been decided on just before the election, so as to prevent all rival dealers from having any made, and thus allow Blake, Robbins & Co. to sell all sold outside of

the Secretary of State's office. That they sold the greater portion of what was used in the State is evident from the fact that the Secretary of State sold but seven hundred and fifty reams, while there must have been used between two thousand and twenty-five hundred reams.

Shattuck's attention being called to this, he stated that it certainly looked as though somebody had been selling the paper who had no right to. He did not wish to be understood as saying so, however, for he had no knowledge of it, but it certainly looked so. It was very curious; he could not account for it.

"How many reams have you received from Blake, Robbins & Co.?" asked the reporter.

"Here is our book," replied Shattuck, footing it up; "they have sent us two thousand two hundred and seventy-four reams, and we have sold seven hundred and fifty and one half. You see we agreed to take two thousand nine hundred and eighty-two reams, but the appropriation is only $7,000, so we could only get what we could pay for. Here is the bill, which is O. K., and needs only the approval of the Board of Examiners."

The bill read: "To two thousand three hundred and sixty-nine reams, $7,000."

"But," remarked the reporter, "the bill which you have approved charges you with ninety-five reams more than your books show you have received."

"Well, that is so," said Shattuck, in blank bewilderment, "but anyway, two thousand three hundred and sixty-nine is the amount we are to get, and the balance will come if it has not got here."

The reporter thought it might be better to get it before ordering the bill paid, but did not deem any suggestion from himself in order.

"You see," continued Shattuck, "Blake, Robbins & Co. had a balance of over seven hundred reams on hand that we could not pay for, and they, therefore, sold it at the State price, the understanding being that they should return the surplus ten per cent into the treasury. They insist, however, that the State shall pay them the net price ($2 95 per ream), and then they will return the retail price ($3 25 per ream)."

"But that is child's play, or simply evasion," said the reporter. "Why don't they at once turn over the difference to the State?"

"It is curious, is it not, but they want the State to pay for the paper first, and as there is no unexpended money in the fund, we can't do it."

"Use part of your $7,000," suggested the reporter; "that has not been paid out, and they will have to return what you pay him at once."

"Well, you see, this bill is just going to be allowed, and there will be no chance to do that."

"Ah, I see," murmured the reporter; "but where do you suppose all the ballot paper came from that was used in this election?"

"Blake-Robbins, I think, sold about seven hundred and fifty reams in addition to what we sold."

"This seven hundred and fifty reams sold by Blake-Robbins was something outside of the balance which they have yet to deliver of the amount contracted for by you?" insinuated the *Bee* representative.

"Oh, yes; outside of that."

"Well, but you said before that Blake-Robbins had sold the balance undelivered to you, and they must, therefore, have sold nearly one thousand five hundred reams. This, with your seven hundred and fifty reams, would just about make up what is supposed to be used at a general election of that kind, and would show where all the paper came from."

"Did I say that?" asked Shattuck, helplessly. "That must be a mistake, I guess. If you can wait a few minutes, Mr. Thompson will be in, and can explain that to you. I am really not well posted."

"What," continued the reporter, "it seems curious that the Secretary of State should have made an arrangement of this nature, and give the contractors such an evident opportunity to enrich themselves. Was there no contract of any kind?"

Shattuck fidgeted nervously in his chair, and declared that Mr. Thompson had made the arrangements, and it would be better for the reporter to get the facts direct from him to avoid any chance for error. The deputy was evidently growing cautious, and declined to answer any more questions, and, finding that no more information could be obtained, the reporter rose to go. Shattuck thereupon requested that no publication of statements made by him be made until Mr. Thompson, who understood the subject better, was interviewed.

The request was a fair one, and as it was earnestly pressed, and the *Bee* desired to do injustice to no man, the reporter readily promised acquiescence. Accordingly the next morning a few written questions in regard to the matter were read to the Secretary of State and answers requested from him. His only reply was that the *Bee* could obtain no information whatever from him, which reply he had carefully written out. As one of the questions read to him was asking for information as to whether the mills had furnished a bond that they would neither sell nor supply the ballot paper to any one but the State, and as such bond, if made, would be a matter of record in his office, Secretary Thompson laid himself open to impeachment for his refusal to reply. Aside from this his action was not that of an unjustly slandered official, nor did it encourage any doubts as to the correctness of the information already obtained. The *Bee* is, therefore, compelled to publish these facts without hearing any explanation of them from the Secretary's lips. It should be pleased, however, to receive from him for publication any vindication he may have to offer for his action in this matter, or in regard to the purchase of stationery, as before ventilated in this paper.

It would seem that the present effect of the ballot paper law is simply to put up the price of

the paper to twice its value, then allow the paper men, who are given the inside track, an opportunity to supply most of the demand by slightly underselling the State, while the State supply is to lie for a few years in the Capitol building, and then be sold for one third or one fourth of what was paid for it.

THE REMEDY.

It is evident that the attempt to force all parties to buy ballot paper through the Secretary of State's office has proved a disastrous failure, and has simply given another opportunity for enriching contractors at the expense of the State. The *Bee*, therefore, suggests that the present law be repealed, and the sale of ballot paper taken entirely out of the Secretary of State's hands; that a law be passed fixing the size of sheet, weight, grade, and quality of ballot paper; that the color be white, so as to guard against any variation; and that any one be allowed to manufacture and sell it, always keeping, however, for comparison with their paper, a sample sheet, indorsed by the Secretary of State as conforming in all respects to the law, so that purchasers can satisfy themselves that they are buying legal ballot paper. The *Bee* would also suggest to Controller Dunn, if a warrant has not been already drawn for the $7,000 worth of paper bought from Blake, Robbins & Co., that a portion of the money be first used in paying that firm for the undelivered surplus which they have sold. By paying them at $2 95 per ream the State would at once secure the return of a larger amount—the price of the paper at $3 25 per ream—that is, if the statements made to the *Bee* representative by the Deputy Secretary of State are correct; and if not correct, that a little investigation be made of the matter.

It might also be suggested that it is not customary to allow bills, even at fair rates, for paper or articles that have never been delivered, but the Secretary of State's office seems to have been indulging in this idiosyncracy.

STATIONERY STEALS.

How the contractors are enriched at the expense of the State—Startling evidences of fraud and collusion in the Secretary of State's office—Articles purchased at twice their market value and five times the contract price—Why Carlisle & Co. can underbid the largest stationery houses on the coast—Why Secretary Thompson orders his ink in pints instead of quarts—The *Bee's* thorough investigation of stationery accounts for the past two years.

On the eleventh of this month the State Board of Examiners opened bids for the supplying the State with stationery for the ensuing two years, and the contract was awarded to Carlisle & Co., of San Francisco (who have had the contract for the past two years), as being the lowest bidders. From the fact that Carlisle & Co. is but a small retail firm, with far less stock than has each of half a dozen retailers in Sacramento, and that competitive bids had been offered by such houses as Bancroft & Co., Le Count Bros., and Cunningham, Curtiss & Welch, and further, from the curiously low prices at which some articles were quoted, and the outrageously high prices asked for others, the *Bee* became convinced that there must be something wrong somewhere. A member of its staff was accordingly detailed to thoroughly investigate the matter, and the following morning proceeded to the Secretary of State's office, and gained from the records information which established almost to a certainty the existence of collusion between the authorities in that office and the stationery contractors. Permission was then obtained from the Controller to examine the vouchers in his charge, after office hours, and that same evening the reporter worked till eleven o'clock comparing the bills for stationery for the past two years, allowed and paid, with the contract under which they were furnished. Evidence was obtained of such damning character as to leave no possibility of doubt, and in such quantity as to preclude the use of more than a tithe of it in this exposé. The *Bee's* representative at once brought these matters to the attention of the Controller, who immediately commenced an investigation on behalf of the State, which is now in progress and will not be completed for some time. This investigation will, of course, not be made public till well completed, and as no good object can be gained by further silence on this matter, the *Bee* now offers to the public the result of its own labors, which will supply all the main points.

In the first place, to fix the responsibility, it is necessary to state that the State's stationery supplies are, practically, entirely in the hands of the Secretary of State. After the contract has been made, he alone, either personally or by his authorized agents, orders all supplies, and when received, checks all items as received in good condition, and indorses all bills as being correct in price, etc. On such indorsement the Board of Examiners allow the bills, and orders the Controller to draw warrants therefor.

DOCTORED BIDS.

This being understood, the bids themselves may be considered examined. The proposal blanks contain the names of ninety-eight articles, with the number supposed to be required of each; and the lowest bid is declared to be that which offers the proper number of all the articles for the lowest grand total. To better illustrate the remarks which follow, we quote prices for a number of articles, as per Carlisle's bid, and opposite place the price at which the same articles can be furnished to the trade:

Bids for 1885–6.

Articles.	Bid of Carlisle & Co.	Low Trade Price.
16 ℔. legal cap, per ream	$3 75	$3 25
12 ℔. letter, per ream	2 25	2 35
6 ℔. note, per ream	1 10	1 25
14 ℔. foolcap, per ream	1 00	2 80
16 ℔. foolscap, per ream	1 00	3 20
16 ℔. brief paper, per ream	1 00	4 00
140 ℔. blotting paper, per ream	15 00	37 50
120 ℔. blotting paper, per ream	5 00	30 00
Cigarette paper	1 75	2 50
XXX envelopes, No. 4, per thousand	50	1 50
XXX envelopes, No. 5, per thousand	75	1 80
XXX envelopea, No. 6, per thousand	2 50	2 00
XXX envelopes, No. 9, per thousand	1 00	4 25
XXX envelopes, No. 10, per thousand	3 00	4 40
XXX envelopes, No. 12, per thousand	2 00	5 50
XXX envelopes, No. 14, per thousand	2 00	6 50
Arnold's inks, quarts, per dozen	1 50	4 75
Arnold's inks, pints, per dozen	3 75	3 25
Carter's inks, quarts, per dozen	1 50	4 50
Blackwood's ink, quarts, per dozen	50	6 00
Pens, Gillott's, No. 303, per gross	40	95
Pens, Gillott's, No. 404, per gross	50	40
Pens, Gillott's, No. 170, per gross	10	1 25
Pens, Easterbrook's, No. 161, per gross	60	50
Newspaper files, per dozen	50	6 00
Pencils, Faber's hexagon, per gross	7 00	6 00
Pencils, Faber's round, per gross	1 00	4 50
Pencils, Dixon's hexagon, per gross	3 00	5 50
Ink and pencil erasers, mammoth, per gross	5 00	18 00
Ink and pencil erasers, small, per gross	10 00	9 00
"J. N." eyelets, per dozen boxes	1 20	1 00
"C. Z." eyelets, per dozen boxes	10	2 25
Scrap books, colored paper, muslin and gilt binding, etc., per dozen	50	9 00
Scrap books, Mark Twain, plain, per dozen	12 00	6 00
Scrap books, Mark Twain, fancy, per dozen	4 00	20 00
Feather dusters, Nos. 14, 16, 18, and 20, per dozen	20 00	19 00

UNRAVELING THE PUZZLE.

A glance at these figures will convince any one that Carlisle & Co. are either insane, or rely on the Secretary of State's office to order only articles which have been quoted above wholesale price. It will be seen that on two kinds of foolscap and on brief paper the contractor would lose from $1 80 to $3 per ream; and as the quantity of each of these articles named in the bid is one hundred reams, it is evident that, if supplied, the loss on these items alone would be large. But legal cap is quoted at a price high above the market price. It appears, upon investigation, that little or no foolscap or brief paper is ordered, while a great deal of legal cap is, and it is evident that Carlisle knew it. The entire list may be gone through in the same manner, and the reader can tell at a glance which articles are used, or would be called for, according to Carlisle's belief or knowledge, and which will not. It is evident that of envelopes No. 6 is most used, with a few, though sizes a little larger or smaller, can be had under the contract for much less money. Of pens, Gillott's 404 are quoted at a profit, and most others at ruinous prices; the State, therefore, will use No. 404. In eyelets, the "J. N." has the call at an advance on market rates, though the "C. Z.," a preferable article, could be had at one twelfth the price. Mammoth ink and pencil erasers are quoted at $5 per dozen, while they are worth $18; therefore the State does not use them, but takes in preference the small size, and pays the contractor $10 instead of $9. In pencils the State must not indulge in Faber's round or Dixon's hexagonal, because they are offered to her at prices ruinously low, but will take Faber's hexagonal—which is in no way preferable—and pay a large price for it. A plain scrap book costs exactly three times as much to the State as a fancy gilt bound one would, and therefore she will indulge in the plain one at a fancy price—about twice what it is worth. Arnold's ink is purchased in pints at fifteen per cent more than it is worth, while the same quality could be had in quarts at contract price for just one fifth the amount. For uncut blotting paper there is evidently little use, as it is offered at one half to one sixth of its value.

The instances here given are only samples of the entire bid. Under its quotations one sample of each of the eighty-eight articles called for can be had for $274, while the lowest wholesale price for them would be over $200 in excess of this, and if Carlisle & Co. were forced to fur-

nish the full number of each article named at the price given, they would lose at least $4 or $5. The object, of course, in bidding so low on a great number of articles is to underbid other competitors and secure the contract, and where there is knowledge of what articles are used, or an understanding with the Secretary of State's office as to what shall be ordered, it can be safely and most profitably done, and Carlisle & Co. have doubtless reaped thereby many thousand dollars in the past and expected to do so in the future.

AN OFFICIAL TAKES ALARM.

While the reporter was gathering this information from the records of the State Secretary's office, he was approached by A. E. Shattuck, the deputy, who doubtless divined the reporter's object, and who, without any solicitation, endeavored to offer explanations of many things that appeared curious, even pointing out what he saw was already noticed. He stated that the same form of blank proposal had been used for six or eight years, and that on it there were a great many articles never used, and that Carlisle & Co., having had the contract for the past two years, knew this, and the knowledge gave them a decided advantage, as they could safely offer such articles for nothing, and thus pull down the total of their bid without diminishing the profits they would actually receive, and that some of the other bidders had had access to Carlisle's old bid, made two years ago, and got ideas from that.

"But," queried the reporter, "how did Carlisle & Co. know how to bid two years ago?"

"Well, I don't know," was the innocent response, "unless, perhaps, the Janitor under Burns told them."

"YOU SEE IT, DON'T YOU?"

Shattuck further explained that by this curious schedule of things which were not wanted, the bidders had an opportunity of making their figures very low, and the State got the benefit of it, securing her stationery at very cheap rates. "For instance," he said, "here is envelope paper which, under the last contract, was got at $1 50 per ream, because Carlisle thought it would not be used; but he got "stuck" on it, and this year his bid is $4 a ream.

"Now, just look at the accounts kept with the legislators. Here is a Senator that gets pens, ink, paper, mucilage, and this whole list of articles, and it only costs the State $10 79."

The reporter did look, and, though he said nothing, mentally resolved that if any retail dealer charged him prices like that, he would transfer his trade. Noticing in the reporter a sad lack of enthusiastic concurrence with his views, Shattuck's explanation became more nervous and frequent, although no questions at all were asked.

However badly the matter might look upon its face, the reporter concluded that there was, so far, no positive evidence directly criminating the Secretary of State's office, since no stationery had been ordered under the contract approved the day before, and it was possible that all the knowledge necessary for this "scaled" bidding could have been obtained by Carlisle & Co. from the orders they had received for the past two years, and that they were taking the risk of the same things being ordered again. He determined, therefore, to go carefully through the stationery bills for the past two years, and find therefrom how mindful of the people's interest the Secretary had been. So, procuring a copy of the contract prices for that period, he made arrangements, as before stated, to look through the vouchers in the Controller's office that same evening, and did so.

STATIONERY STEALS EIGHTEEN HUNDRED AND EIGHTY-THREE AND EIGHTEEN HUNDRED AND EIGHTY-FOUR.

This search piled up such quantities of damning evidence against the Secretary of State's office, that the reporter was almost stupified with astonishment. It was not alone that the high priced varieties of each article had been invariably ordered, regardless of quality and quantity, so as to give the contractors every advantage, but in many cases two, three, and four times the contract price had been charged, allowed, and paid. In this way, several thousand dollars have been stolen from the State within the past two years, with the connivance of whomsoever in the Secretary's office had charge of the matter. Secretary Thompson took charge of the office in the early part of January, 1883, and although a few items of stationery hereafter referred to were furnished to Burns, his predecessor, the bills therefor were checked and allowed by Thompson, either personally, or through his deputy or clerks. In every case, the date here given is the date upon which the article was purchased, and the price quoted is that mentioned in the contract for 1883-4, under which the articles were delivered.

SEVERAL FALLS FROM GRACE.

Attention was first attracted by two large heavy lines canceling an item in one of the January bills. The item proved, on examination, to be "January 31, 1883, four dozen thirteen-inch banker's shears, at $24—$96." At the bottom of the bill, $56 of this item was disallowed and deducted from the bill. Now, as the contract called for twelve-inch banker's shears, at $10 per dozen, it was evident that the Secretary or his clerks had honestly defeated a piece of sharp practice on the part of Carlisle & Co. In a subsequent bill, Carlisle included an item, "To amount disallowed on account of four dozen shears, $56," which was again stricken out; and the reporter almost came to the conclusion that he had wronged, in thought, most honest officials. But, alas! further search convinced him that Carlisle must have subsequently convinced somebody in the Secretary's office that it was best not to be crotchety in these matters, for these items

were found: "One pair ten-inch shears, $1 50; three pairs thirteen-inch shears, at $2 25—$6 75; one pair fifteen-inch shears, at $3."

About the first of January, of the present year, Tormey, the Janitor of the building, seems to have taken charge of the stationery room, for on the bills were seen his checks and "O. K." marks, certifying that he had received the articles charged. Under the date of January 20, 1884, were two items as follows: "Four dozen thirteen-inch shears at $24—$96; five reams envelope paper at $8—$40."

The contract offered twelve-inch shears at $10 per dozen, and envelope paper at $1 50 a ream, and Tormey, in pencil, cut the above items down to the proper amount, and they were allowed. But he, too, must have yielded to the tempter, for, on August 9, 1884, a claim was put in for the amount so disallowed, and it was boldly indorsed "O. K.—Tormey," and was allowed and paid.

It seems to have been a favorite trick with Carlisle, if anything was ordered, the contract price of which was low, to furnish something slightly different—usually not so good—and charge four or five times as much. This course could not have been done without direct collusion with the Secretary of State's office. The banker's shears, alluded to, illustrate the trick. Then again, the contract offered thirty-six-pound envelope paper at $1 50 per ream; but no such paper was ever furnished apparently. Instead, thirty-five-pound paper (poorer in quality) was provided, and $8 a ream charged and allowed.

The following entries were found:

December 30, 1882, two reams 35-℔ envelope paper	$8 00
December 27, 1882, two reams 35-℔ envelope paper	8 00
February 5, 1883, two reams 35-℔ envelope paper	8 00
July 23, 1882, five reams 35-℔ envelope paper	8 00
March 20, 1884, five reams 35-℔ envelope paper	8 00

On these few items alone the State was robbed of over $100, and it therefore appears that Carlisle did not get so badly "stuck" on envelope paper as Shattuck would have had the reporter believe.

The contract quotes: "Heavy brown wrapping paper, 34x42, at $3 per ream; the same, 22x28, at $1 50 per ream."

This means Manilla paper, and it is worth from $6 to $20 per ream, according to weight, but when it was ordered the bills came in somewhat in this way:

December 27, 1882, one ream, 36x48, Manilla (200)	$24 00
December 27, 1882, one ream, 24x36, Manilla (60)	7 20
December 27, 1882, one ream, 30x40, Manilla (100)	12 00
January 11, 1883, one ream, 30x40 (100)	12 00
August 27, 1884, one ream Manilla	7 25

There was not a ream sold at any such price as $1 50 or $3.

TRICKS OF THE CONTRACTORS.

Cigarette paper, contract price fifty cents per ream, was charged at $4.

In feather dusters, the contract quotes Nos. 14, 16, 18, and 20 at $19 per dozen for each number, which is a fair price. Yet, on January 11, 1883, two dozen twenty-two-inch ostrich dusters are charged at the rate of $42 per dozen; and November 8, 1883, $6 is charged for two such dusters. That they are only the ordinary dusters is shown by the charge on March 20, 1883, of one dozen twenty-two-inch dusters, $19.

Moore's blotters could be had under the contract for $2 50 for the small size, and $6 for the large, per dozen. The only kind ordered was the large, and the price is almost twice what they are worth.

For blotting paper the highest contract was $10 per ream for one hundred and forty-pound paper, yet on November 8, 1883, is a charge "one ream blotting paper, $45;" and there are others of similar import.

The contract called for three varieties of rubber bands, but very few of them were furnished, but instead a great number of other styles, at almost twice the market price. There is not even consistency shown in overcharging. For instance, bands No. 31 are charged on January eleventh at seventy-five cents per gross, which is about right, and the last day of the same month forty-eight gross are charged at $1 10.

Rubber rulers should have been furnished at $3 25 per dozen for any size from twelve to eighteen inches, yet we find January 1, 1883, "two dozen rubber rulers, at $9 per dozen."

Supreme Court paper, transcript paper, engrossing paper, and brief paper, are practically different names for the same thing. The contractors offered sixteen-pound brief paper at $1 per ream—a ruinously low price. But none of it was furnished. They gave eighteen-pound brief paper at $6 per ream, and used the other names mentioned, and charged all the way from $4 to $16 per ream. Large numbers of Mark Twain scrap-books, "plain," were ordered and paid for twice over what they were worth, although the "fancy" (and better) style could have been had for $2 less per dozen.

The contract price for Rogers' steel erasers was $6 per dozen, and for knife erasers $2 25. Charge was invariably made for Rogers' at $6 per dozen, but, so far as ascertained, the State officers were all supplied with the knife erasers.

A number of articles, not mentioned in the bids, were charged for at outrageous prices. For instance, for thirty-nine dozen "perfect" mucilage was paid $6 per dozen, while the trade price is $2. Combined copying and writing ink was charged $15 per dozen (presumably quarts). It is worth $5 50. Toilet papers are quoted at nine cents per package, but "brome" was supplied at fifty cents.

The purchase of ink was a most flagrant steal. The contract offered pint bottles of Arnold's writing fluid at $3 75 per dozen, while quarts were quoted at $1 50 per dozen. Not a single quart was purchased in two years, despite the fact that the State officers indulged in considerable growling because they had to run so frequently to renew the small bottles. Thirty-eight dozen pint bottles were purchased and paid for at $3 75 (worth $3 25), when one hundred and ninety dozen pints could have been obtained in quart bottles for the same money.

There are numerous other items of overcharge approved by the complaisant officials in the Secretary's office, but those given will suffice to explain the manner in which contractors have been allowed to dip their hands into the State Treasury. There seems to be little doubt that the people have lost in this way during the two years' incumbency of the present Secretary several thousand dollars, and the proportion lost under his predecessors was probably much larger, for the appearances indicate that the system has been carried on for years, and with various stationers.

THE CONTRACTORS DIP INTO HARDWARE.

It is not alone from the stationery contracts that Carlisle & Co. have been amassing wealth, for Secretary Thompson it seems granted them the privilege of making pickings from the supply of tools, hose, etc., used about the building. June 15, 1883, they supplied six hundred feet of one and one quarter-inch rubber hose at forty cents—$240—and the bill is indorsed "O. K." by Shattuck. Three-ply one and one quarter-inch hose is worth but twenty-five cents, while the very best made of that size could have been had for thirty cents. There is thus a steal of $50 or $60 in this one item. There are various bills for tools, etc., amounting to $400 or $500, all supplied by Carlisle & Co. We give a few items as samples: "One packer's ratchet, $19," worth $15; "Seven pairs plain pipe tongs, assorted, $16 25," worth $1 50 per pair; "One Saunders improved pipe cutter, $14," worth $4 50 at the highest. There are numerous other similar items just as evidently overcharges, but as the correct prices could not be learned with certainty, they are omitted.

It is not necessary here for the purpose of this article to go further, for further research can only fix the exact amount stolen, and will, perhaps, develop no new facts, and the necessary investigation can safely rest with John P. Dunn, Controller of State, who has shown himself in his official career a stern and uncompromising exposer of official dishonesty, and will be doubtless as thorough in investigating the accounts of an associate and a friend as he has been in exposing the stealings of officials of past administrations. The *Bee* has done its part in bringing the matter to the attention of the proper officials and of the general public, and trust that the exposé will induce in the future a trifle more honesty in the State departments.

A DERELICT SECRETARY OF STATE AND BOARD OF EXAMINERS.

Will the Secretary of State's office side with the contractors or the State, in ordering future supplies?—A State official declines to furnish the *Bee* information and record of his official acts.

The very complete exposé made in yesterday's *Bee*, of the manner in which the stationery contracts have been juggled by the contractors, with the indorsement of the Secretary of State's office, has excited comment second only to that occasioned by the Evinger seduction case. It appears to be the general opinion that the contractors are liable on their bond for every cent of overcharge, whether the item was mentioned in the bid or not, and there is little doubt that the Secretary of State is also liable on his bond for any amounts lost to the State through the neglect or collusion of himself or his deputy, or clerks. The amount of Carlisle & Co.'s bond is over $14,000.

Carlisle came up Wednesday night and held a consultation with Secretary Thompson, and returned to the bay without giving Controller Dunn an opportunity of seeing him, though that official was most anxious for an interview. The object of the visit, of course, can only be surmised. The firm of Carlisle & Co. proves, upon investigation, to be composed of A. Carlisle and H. R. Williar; the latter is a prominent member of the Governor's staff.

The manner in which the attention of the public has been called to the matter will probably force the Secretary of State to change his system of ordering supplies, so that the State shall in future get the best of each kind of article bid upon, and particularly when it is to be had at a much lower price than the poor kind.

Ink should be bought in quarts at $1 50 per dozen, instead of in pints at $3 75 per dozen. "C. Z." eyelets should be used exclusively, and cost the State only ten cents per dozen boxes (worth $2 25), instead of buying the "J. N." brand and paying $1 20 for them while they are worth $1. Mammoth erasers should be used at $5 per dozen instead of small ones at $10. In pencils, Faber's round at $1, or Dixon's hexagonal at $3 per dozen, instead of Faber's hexagonal at $7—$1 more than they are worth. And so the whole list might be gone through. Of course the contractors would lose money at it, but as they doctored the bid with the intention of getting exorbitant prices from the State for the articles furnished, it will serve them right and teach

other contractors for State supplies a lesson. If the Secretary of State has the interests of the State at heart, and is not in collusion with the contractors, as he claims, he will see that the supplies hereafter ordered are as the *Bee* suggests, and it will endeavor to see that they are so ordered, or that the public shall know of it, if the present system is continued.

An examination of the law in regard to the supply of stationery has been made, and it has been found that the law in force is the Act of 1876, entitled "An Act to provide for the purchase of certain supplies for State officers and members of the Legislature." Section one of that Act provides that the State Board of Examiners (consisting of Governor, Secretary of State, and Attorney-General), shall regularly advertise for bids for stationery and other supplies, and shall specify in said advertisement the amount and kinds of each article desired; *provided*, that in their said advertisement, said Board may classify said supplies and articles, and may receive bids and award contracts for such separate articles or class of supplies as they shall deem the lowest and best.

DERELICT OFFICIALS.

This portion of the law has never been complied with. Bids have never been properly advertised for, and if the Board had taken advantage of the discretion allowed them in the second portion quoted, they could have selected from each respective bid the class of articles in which its figures were the lowest, and awarded the contract thus in sections, and secured everything at the lowest figures.

Section three provides that the Secretary of State shall keep a set of books, showing the kind and number of every article purchased, with its cost, and the same for every article on hand. He has never kept such books, and the reporter had to dig the information from a mass of bills.

Section four provides that the Board of Examiners shall, at the end of each fiscal year, and at any other time, if desired, cause to be made an inventory of all articles on hand, and examine vouchers and accounts for the same. This has never been done, and the Secretary of State, when asked, could not tell what articles he had on hand, nor the quantity of any one.

The law further provides that the Board shall report to each Legislature the stock of supplies on hand. It has never been done so. It would thus appear, if the Board of Examiners had not been derelict in their duty, these frauds could not have been passed undetected, even though they bore the indorsement, innocent or otherwise, of one member of the Board.

It might be also suggested that there are great opportunities for fraud in the quality of the material furnished by the contractors, as, for instance, delivering "X" or "XX" envelopes, instead of "XXX," as called for by contract; supplying light weight or inferior quality of paper, etc.

To obviate this the Controller has embodied in his report to the coming Legislature, a suggestion that the Superintendent of Printing examine all stationery furnished, and see that it is up to the contract sample.

A MISSTATEMENT CORRECTED.

The *Record-Union* says that the investigation now being made of the State stationery accounts was caused by and made subsequent to the publication of an article in one of the San Francisco papers, analyzing the bid of Carlisle & Co. This statement is far from the truth. The San Francisco *Chronicle* published, on the morning of the fifteenth of December, an account, simply, of the suspicious manner in which the new bid of Carlisle & Co. had been made. The *Bee's* suspicions on the matter had, however, been aroused on the eleventh, the day that the bids were opened; and on the night of the twelfth instant its representative had already completed his investigation of the past two years' vouchers, and acquainted the Controller's office with the substance of his discoveries. Knowing that he was secure in the publication of these matters, it was not given to the public until yesterday, because of the pressure of work on the Christmas *Bee*.

THOMPSON DECLINES TO ANSWER.

The *Bee* has been investigating, also, the tremendous loss occasioned to the State and the public by the manner in which the purchase and sale of ballot paper has been managed, and wishing, in addition to the information already in its possession, to have other details before publishing the article, applied this morning to Secretary Thompson for information, which it is the right of any citizen to demand at his hands. He positively refused to give any information whatever, and wrote, to be delivered to the managers of the *Bee*, the following note:

"At the instance, I believe, of some defeated contractors, a personal or political enemy of mine, the *Bee* has made a malicious and unjustifiable attack upon my office, and I have no communications to make for its benefit. The Controller has a record of the financial transactions of my office, and I am ready at any time to account to him or any other constituted authority for my official acts.

"THOMAS L. THOMPSON."

We leave the public to judge whether this be the act of an official certain of the rectitude of his official acts. The *Bee*, however, had anticipated such refusal, and made provision for it, and the public shall be favored with an insight into ballot paper accounts as well.

MR. HINKSON—Did you make the investigation yourself? A. Yes, sir; personally. [Addressing the Chairman]—I suppose you wish me to give any light I can.

Mr. Baldwin—Yes, sir? A. I made a few notes during the evening of some of the testimony that was presented, and I can offer that in addition to the article there. In regard to the amount of paper that was used in elections, Mr. Burns, for one, told me that the amount was in the neighborhood of twenty-five hundred reams. That was for the general election. It probably went above that, but that amount of paper was never sold by the State. The contractor always got in and sold a greater portion of it. Others told me the same thing. I had the same information, but not so specific, from job printers and others, and I know of a job printing firm in Sacramento, who told me that Blake, Robbins & Co. offered to supply them the paper which Mr. Thompson had been selling for $3 25 for $3. That was a confidential offer made to them, and I am not at liberty to give the name of the firm, but I will vouch for it myself, and I suppose they, perhaps, could be forced to give it, although if it is necessary to give the name, I shall have to have that stricken out of my testimony now, because I have not any authority to give that name. I simply state it, and it can be verified. I wish to state, too, that I have no desire to change a single statement made in that article, and that nothing that I have seen or heard since, or learned, or heard here to-night, induces me to change a single line of it, and that every statement in it, as regards charges, will be verified if the committee care to examine the details of the investigation which Mr. Dunn has made. His report, I know, will bear me out in everything. My items are very specific. It is very easy to detect a mistake, if there is any. In regard to the statement which Mr. Shattuck made to me, I will repeat here, that I wrote them immediately when I left him, and that I now state them on oath to be true to the best of my knowledge and belief, as they appear in the paper. He stated then, or he told me with the book in his hand, after writing it up, that there had been delivered only twenty-two hundred and seventy-four reams—at all events the number stated in the article—and it was one hundred reams short of the amount called for by the bill of $7,000, and that bill was already in the Secretary of State's office, and I think allowed, although I am not certain about that, because I do not know. I thought, possibly, in regard to this paper, that Mr. Thompson had had some bond from Blake, Robbins & Co., that they would not sell this paper to anybody else without his permission. I understood that had been customary in the past. I sent a written request to him the next morning for a copy of such a document, if it was in the office, and he declined, so I inferred there was no such agreement. I also made the statement in that article, which I had directly from Mr. Shattuck, that there was in the neighborhood of six hundred reams of that brown paper on hand; I do not remember the exact number—nearly six hundred, though. That I now state to be exactly as Mr. Shattuck told me at the time, and I think, too, that if you will take the trouble to get the receipt which Mr. Burns got from Mr. Thompson when he went into office, and subtract from that the one thousand and thirty-seven lot of waste, and I think one hundred and seventy of good paper that he sold, it will give about the balance that he stated, and as Mr. Shattuck gave it to me. I understood from Mr. Shattuck there were about six hundred reams of paper which could have been sold, if that tint had been retained, for about $2,400. They had asked more for it, $4 50 I think—no less than $2,400.

Q. Do you recollect what you stated about the price it was sold for; that number of reams, one hundred and seventy, or something, prior to April, 1884? A. I do not remember what I stated then, but my recollection is that Mr. Shattuck told me they had been selling it under the old price charged by Burns. That statement is pretty accurate, as I made my notes at once, and wrote it up from that. That is my recollection now, that he said they were selling it at the same price as Mr. Burns. In regard to the practicability of ordering a new shipment of paper and getting the same tint, I talked about that matter to some extent, and it is generally conceded that you cannot get exactly the same tint. There will always be a trifle of difference in the color; but the difference is so slight that Mr. Burns ordered his brown paper in four or five different shipments. I saw three or four bills in the Controller's office, and I believe they only supplied one lot, so there were at least two shipments of that paper, and which were so near alike that they could be practically utilized. In regard to that ink matter—the use of pints and quarts. The ink, of course, is only used for filling small bottles, and, of course, the quarts will do just as well as pints. In fact, on one occasion I was going to the Controller's office, and I met a clerk bearing in his arms half a dozen pint bottles, and he was growling at having to go up to the stationery room for small bottles when they ought to keep larger ones. The figures which I got in regard to the fair price for a great many articles, I got from different people in the trade—a good many in Sacramento, and one was a member of Cunningham, Curtiss & Welch, I remember. He was a paper sharp, and I asked him for the trade price on them, and the price they could be supplied in large contracts. And I will say, too, I went down in the train this morning with Mr. Welch, and in conversation he told me that if his firm were to attempt to supply the items called for by this new contract, at contract prices, they would lose in the neighborhood of $5,000. It would cost him about $12,000, and the contract was only about $7,000. I believe, too, that it would have been an easy matter to determine about how many reams of paper would have been called for in a general election by referring to the past Secretaries. It is true, as I have stated, that from two thousand five hundred to three thousand are actually used; but the books of any of the past Secretaries will show no such amount was ever sold, and that would act as a criterion in purchasing. He would have to consider the fact that in selling the paper would not be all bought from him, and, in fact, Mr. Burns had only got his paper for two months. The paper dealers in San Francisco claim there was no more of that tint on the coast, except what Blake, Robbins & Co. had, and nominally Mr. Thompson only sold two thousand five hundred, and somebody sold the rest of it. Those are the only things that occur to me. I shall be pleased to answer any questions, if I can supply any further information.

Q. Do you know who supplied this ballot paper, besides the Secretary of State? A. As I say, I have direct information from parties here who were offered, by Blake, Robbins & Co., that paper for $3. That is an inference, and Mr. Shattuck himself told me, or I inferred from his statement, that Blake, Robbins & Co. had sold at least two hundred reams which had never come to Sacramento. I understood him so, and that there was some more about which there was some question. I did not get the exact meaning of that. I understood Mr. Shattuck to say one thing first, and then afterwards change it;

and I gave him the benefit of the change. In the statement, I tried to make it as correct as I could, from the conversation.

MR. BALDWIN—You priced these articles, which you claimed that excessive charges were made for? A. I priced them very carefully. I went to a number of the people in the trade; went to them as experts, and got figures in regard to certain articles, and without telling them for what object I wanted them.

Q. What particular articles were the most flagrant charges made for? A. I made a tabulated statement of them there, but my recollection is that mucilage was one—that "perfect" mucilage—and I think there was some of those feather dusters, where they charged $42, and supplied the same at $19; and another was wrapping paper; heavy brown wrapping paper was included in the contract at $8 or $10, and they charged up as high as $20, $30, and $40. And blotting paper was another thing they put in the contract at a price at which it could never be furnished, and when they sent in the bills, they would charge for that twenty-pound treasury blotting, and charged it about twenty-five cents a pound, which is, I suppose, some five or six or seven times contract price. I do not remember what it was, now.

Q. Have you any evidence in your investigation of any collusion on the part of the Secretary, or any of his deputies? A. No evidence beyond the presumptive evidence that is shown by these things. It did not go beyond that. I was simply publishing the facts as a journalist. There was another item I will mention in regard to the ballot paper. I took the trouble to find out what it was worth. I sent samples to a man in San Francisco and asked a bid on three thousand reams, and they offered to sell it to me at $1 60 by the thousand reams.

Q. What firm was that? A. Cunningham, Curtiss & Welch, or rather an expert belonging to their house. He would not do it in the name of the firm. I wrote him as an expert, and asked him at what price he could get it in that tint, or another if I should want it; and he wrote back, in any quantity by the thousand reams, at $1 60.

Q. You state that you think you had evidence to believe that this paper that was furnished by Blake, Robbins & Co. only cost about $1 50? A. Yes; paper men down in San Francisco told me that that paper had been made by Taylor, and I inferred from the fact that this other firm was supplying the paper at $1 60, that it probably was true that it was sold at $1 50. I remember at the time——

MR. MASLIN—[Interrupting.] Mr. Chairman, we have not enforced the rules of evidence, and we have not been disposed to, but this is a matter of public interest and notoriety, and it does not seem to me fair to permit testimony to go in as hearsay in matters of this kind. He is stating that he heard that paper had been sold for $1 50. There are too many malicious people in this country who are too ready to blacken a man's character, and who might give it a meaning that an honest man like Mr. McClatchy would not.

WITNESS—In defense of myself in this matter, I will say that that statement was not published till I had every reason to believe that it was at least very probable, and from the fact that I have mentioned, that I was offered the paper for $1 60.

MR. MASLIN—You are not on trial, Mr. McClatchy? A. Yes I am, in this matter. Mr. Cohen was the expert who I applied to for this paper, who is connected with Cunningham, Curtiss & Welch, and who wrote me a letter saying that the paper could be supplied, if I wanted

it, for $1 60 a ream. It would be very easy to subpœna Taylor & Co., and Blake, Robbins & Co. I would like to say that I do not mean to accuse Mr. Thompson of collusion and fraud. I have no evidence of such a thing. I simply state that there must have been collusion somewhere in the Secretary of State's office to make these things possible, and Mr. Thompson may have been perfectly innocent of it personally.

Cross-examination.

Mr. Hinkson—I will read you a paragraph from your report: "The purchase of ink was a most flagrant steal." What did you mean by that statement? A. I think that is pretty plain. I meant there simply this: that it would have been possible for the Secretary of State's office to supply all the ink used in all the departments of this State for one fifth of the amount that was allowed to be paid to the contractors.

Q. You examined the contract for furnishing ink, did you not? A. Yes, sir. Arnold's writing fluid was included in the contract.

Q. Was not all the ink, as far as you discovered, furnished under the contract executed by the Board of Examiners? A. It was.

Q. How could it be a "steal" then? A. For this reason, that they order it in pints at $3 75 a dozen, when under the contract they could have ordered it in quarts at $1 50 a dozen—that is to say, they have paid five times as much as a business man would have paid for his ink. That is what I call a "steal."

Q. Must there not have been a reason why the Board of Examiners changed the paper? A. Certainly; there must have been a reason.

Q. That was satisfactory to the Board of Examiners? A. I have no means of knowing that. I suppose they were satisfied, or they did not notice it.

Q. As a matter of fact, there was no evidence in that connection that would show any dishonesty in carrying out the contract, of the Board of Examiners? A. I should say there was on the part of the party who ordered the stationery.

Q. How would it be dishonest if he carried out the contract made by his superior? A. He did not carry out the contract made out by his superior to the best interest of the State.

Q. Allow me to ask you if that would not be a question of opinion? A. I do not know; I think not. I know a business man would not have done as the Secretary of the State's office did it. I would not pay five times as much as I could get it for.

Q. Is it not true that the price paid for pints was the usual market price for that ink in pint bottles? A. I do not remember that I included the market price in that statement. I do not regard that as touching on the question at all. There was a contract, and the Secretary of State could have got an article under that contract and he paid five times as much for it.

Q. Do you know whether or not it is true that the State officers ordered pints instead of quarts, and what is the reason for it? A. I could not say. I have one instance that came under my own observation. I heard one of them grumbling, and this was told me by a clerk—that he had to trot up stairs so often for these pint bottles of ink, when they ought to keep big ones.

Q. That was a clerk? A. Yes.

Q. You did not know, then, whether their employers had ordered them to get pints or quarts, did you? A. My recollection of this statement was that they found out they could not get anything else but pints, so they wrote out a requisition for pints. It was a case of Hobson's choice.

Q. In regard to wrapping paper, there is a great variety in quality of wrapping paper, and in the price?

Mr. Maslin—Were you not a Secretary in the office of Mr. Drury Melone? A. Yes; I was a clerk.

Q. Do you recollect when Mr. Melone received the last invoice of ballot paper just preceding his giving up his office? A. I do not remember that. I suppose the books kept at that time will show.

Q. Did you keep the books? A. Yes, I kept the ballot paper books.

Q. Then I call your attention to the fact that it was delivered about a month before you left the office? A. My recollection is that all Mr. Melone's paper was pink—a very light pink.

Q. Were you living in Sacramento in 1876, the time of the Tilden election? A. No, I think I was down in school then.

Q. Have you not any recollection of the excitement that took place at that time in reference to these two tints of paper issued by Mr. Beck? A. No, I do not; I do not remember that. I think I was not in Sacramento then.

Mr. Steele—You stated with regard to this ballot paper furnished by Blake, Robbins & Co. to Secretary of State Thompson, that it was purchased of Taylor & Co.? A. I stated in that article, it was so stated. I did not vouch for that. That was told me at the time; I don't remember my authority; and I remember reading in the *Call* just about the time of that contract being let, a small item which said that the paper men in San Francisco were grumbling because this contract had been let to a contractor who had the only lot of this peculiar tint that was in the market; that statement was made in the *Call;* that the Secretary of State had called for a certain tint, all in the hands of a certain contractor, and they had a monopoly, and the statement was then made to me that that had been made by Taylor.

Mr. Hinkson—What firm, or who was the person, that told you that Blake, Robbins & Co. offered to sell that paper for $3 a ream? A. That was told me in confidence, and I will have to see the party before I can give the name.

Q. That is important for us to know that fact? A. It was a confidential offer made by Blake, Robbins & Co. to this firm here, and you will see that to-night at least that will have to be ruled out of my testimony.

Q. I want that information before we get through with the investigation? A. I will apply to the party to-morrow to allow me to use his name.

Mr. Maslin—Do you do any job printing—for ballot papers? A. We do not.

Q. Have you any knowledge, as a newspaper man, of the price at which ballot paper has been sold during the last ten years? A. I have a knowledge through looking up this matter and finding out the different prices at which the different Secretaries of State had obtained it.

Q. It was very much in excess of what Mr. Thompson paid for it? A. Yes.

Q. Do you know, as a fact, that ballot paper is supplied by dealers

outside of the purchases from the Secretary of State? A. I know that; I know of offers that have been made by parties.

Adjournment was then taken till to-morrow evening, at half-past seven o'clock.

SACRAMENTO, February 26, 1885.

Meeting of the Senate Special Committee to investigate the office of the Secretary of State.

H. A. WEAVER.

Called by the committee and sworn.

MR. MCCLATCHY—What is your name, age, residence, and occupation? Answer—Age, forty-two; printer by occupation; I reside in Sacramento.

Q. You are a job printer, Mr. Weaver? A. Yes.

Q. I suppose, at election times, you often print ballots? A. Yes.

Q. Have you ever procured any of these ballots from any other source than the Secretary of State? A. No; I never have. Well, the printers sometimes exchange paper with one another; I may have got some from other printers.

Q. You never procured any from San Francisco, or elsewhere? A. I never did.

Q. From dealers? A. I never have.

Q. Do you know of any one that did? A. I cannot say of my own knowledge that I know of anybody.

Q. Was any proposition ever made to you by which you could buy such paper from other sources? A. Jim Moffitt has stated to me that he had some paper for sale in his office.

Q. What price did he state? A. I do not recollect.

Q. Was it below the price the Secretary of State sold it for? A. I cannot tell, it was some years ago.

Q. Are you certain it was not below? A. I could not say.

Q. You do not know whether it was below or not? A. I could not tell. It was several years ago.

Q. You do not know whether it was large quantities he offered you then? A. I don't remember.

Q. You are familiar with the present quality of ballot paper? A. I have not seen any.

Q. You have not printed any ballots? A. I have not printed any ballots, no.

MR. HINKSON—Is there not a great variety in the quality of paper, Mr. Weaver? A. Yes, and there is a great difference in the price as well as the quality. I have seen great differences in ballot paper procured from the same source.

FRED. W. DAY.

Called by the committee and sworn.

MR. MCCLATCHY—What is your name, age, residence, and occupation? Answer—Thirty-four; printer by occupation; Day & Joy.

Q. In your business you often print ballots? A. We do.

Q. For election purposes? A. Yes.

Q. Did you ever procure those ballots from any other source than the Secretary of State? A. No, sir.

Q. Do you know of anybody that did? A. No, sir.

Q. Was any proposition ever made to you by which you could procure those ballots from any other source? A. Not to us.

Q. Do you know anybody that did receive such proposition? A. No.

Q. Are you familiar with the present tint of ballot paper? A. I believe so.

Q. What quality of paper would you judge it to be; how many pounds to the ream? A. It was very light paper; not nearly as good as they have been using. It is only about thirty-five or forty pounds.

Q. You mean for double sheets? A. Yes.

Q. That would be twenty pounds for this size of sheet [showing]. A. Yes.

Q. That is, you would call it about thirty-five-pound book, for double sheets? A. About forty pounds.

Q. For double sheets? A. Yes.

Q. One ream of ballot paper would weigh twenty pounds? A. About.

Q. How much would have been a fair price for that paper, per pound?

Mr. Hinkson—Is he an expert?

Mr. McClatchy—Do you know the price at which ballot paper is sold? A. I believe the last we bought we paid—I think it was $3 50 or $3 75.

Q. What do you think would be a fair price for that quality of paper, were you to buy it for book or any job work? A. It had not ought to be worth over eleven cents per pound.

Q. That is to say, that ought to be worth outside, at retail, eleven cents per pound? A. I am speaking of wholesale.

Q. Do you think it is worth eleven cents? A. Yes, I think so.

Q. That is, $2 20 a ream? A. Yes.

Q. What do you pay for that weight of paper, in other tints, for work? A. We can get the very best quality of good sized book, extra size, at thirteen cents.

Q. How much could you get this for? A. Thirteen cents.

Q. You do not consider this the very best, Mr. Day? A. No, sir; I do not, by a good way.

Q. Then the very best would not be more than $2 60 a ream? A. That would be a good price for it, I think.

Q. It would be a good price, and this is not near the very best? A. No.

Q. Do you recollect having bought paper from other sources of about this weight and quality? A. No; I never bought any.

Q. Have you not bought any ballot paper for other purposes? A. We never bought any of this style of paper at all.

Q. That is too poor for you? A. Too poor for book work, entirely.

Cross-examination.

Mr. Hinkson—You say there is a great difference in the quality as well as the price of ballot paper? A. Yes, sir; of course there is a difference in the quality.

Q. Have you examined the paper that was used in the last election by the Secretary of State? A. Yes.

Q. Can you compare it with the paper purchased prior to that? A. It was heavier paper.

Q. Have you ever examined it with reference to comparing it. If you have, I will ask you if it is not much better quality than has ever been used before? A. I should prefer the paper that was used before.

Q. I will ask you if the paper that is now used by the Secretary of State is not better than any paper that has ever been used since Mr. Melone's administration? A. I think not.

Q. Are you positive of that fact? A. I am positive in my own mind.

Q. You have never compared the paper? A. No.

Q. That is your opinion, from having seen it? A. Yes, at different times.

Q. Do you know if it was much more expensive in small quantities than in large quantities? A. Certainly; it stands to reason a large quantity of anything ought to be cheaper.

Q. If you were Secretary of State, would you purchase this paper from parties who had large quantities, or would you order a special quantity of paper tinted in small quantities, say three thousand reams, at a greater price? A. I do not know just what I would do if I was Secretary of State and had the purchasing of paper. I would probably buy it where I could get it the cheapest.

Q. With regard to the interest of the State? A. I would look at it in that way, if the law was such.

Q. Did you know that it was necessary for the Secretary of State to provide a tint of paper that was not used elsewhere, as far as possible? A. Yes, sir.

Q. To do that would probably come to more than to buy it in the market where there are quantities of other tints, would it not? A. It probably would, but then it really had not ought to be, because there is enough ballot paper used in the State to make it reasonable—one style of paper—as of any other style, or any two styles.

Q. How much is used? A. That is a matter of judgment.

Q. Three thousand, that is what he estimated as used by the State? A. Yes.

Q. If you acted in that capacity, of Secretary of State, and if you ordered a particular tint of paper, would it not cost more than if you ordered where they kept large quantities of other tints? A. It ought not to.

Q. Why not? A. Because, if there is an object in making quantities, they would not make a much larger quantity at that time.

Q. You said you did not know anything about the manufacture of paper? A. No; I do not.

Q. Then, how do you know they would not manufacture in larger quantities than three thousand reams at a time? A. I think that would be a pretty good order here. I think it could be got up as cheap as any other tint.

Q. Why do you think so? A. Because it would justify them putting it as reasonable as any other tint.

Q. Then, do you know what amount of pulp is used in making any quantity of paper? A. I think any factory would not put in a larger quantity that it would take to make that paper.

Mr. McClatchy—Do you think that in sending out, in one lot, three thousand reams of this paper, that it could be furnished any

less than eleven cents, and make money? A. I have not any idea in regard to that.

A. J. JOHNSTON.

Called by the committee and sworn.

MR. MCCLATCHY—What is your age, residence, and occupation? Answer—Age, twenty-eight; residence, Sacramento; occupation, printer.

Q. You are a member of what firm? A. Lewis & Johnston.

Q. You often print ballots for election? A. Yes, sir.

Q. Have you ever bought ballot paper from any other source than the Secretary of State? A. No.

Q. Do you know of any one who has? A. No; I do not know of any one.

Q. Have you ever had a proposition to receive or buy paper from any other source? A. Well, I have had quotations from other dealers.

Q. From dealers? A. Yes.

Q. Were those quotations——

MR. HINKSON—I object to the evidence as hearsay.

THE CHAIRMAN—Confine yourself to the legitimate question.

MR. HINKSON—I am going to ask that the rules of evidence be invoked. I see the report of this paper controversy is being published to the prejudice of Mr. Thompson.

MR. MCCLATCHY—I will say this as regards my testimony: Last night I made a statement to the effect that I believed that dealers had offered a supply of ballot paper for less than the State price, and I was challenged by Mr. Hinkson to furnish the proof. I have gone to the trouble of having all the job printers in town subpœnaed, in hopes of being able to furnish that proof, and now, at the very outset, Mr. Hinkson objects to the very testimony that I have produced.

THE CHAIRMAN—On consulting with the other members of the committee, the committee say they want to hear all of it.

MR. MCCLATCHY—Were any quotations ever offered you—that is to say, was ballot paper ever offered to you by any one outside of the Secretary of State? A. I have written for figures to paper dealers, and prices of paper, and had quotations.

Q. How did those quotations compare with the Secretary of State's prices? A. No answer.

Q. Did you get quotations in regard to ballot paper within the last two and a half years, Mr. Johnston? A. I do not recollect exactly how long ago it was. It seems to me it was something like two and a half years ago. The only quotations I think I ever had were on paper that was used before this new tint—the old paper.

Q. But still it was paper that was used by Mr. Thompson here, while Mr. Thompson was in office? A. I do not know, I am sure.

Q. Was not the brown tint in use for some time after Mr. Thompson was in office? A. It was only changed at the last election.

Q. Your quotations were on the brown tint? A. Yes. The tint used previous to the blue tint.

Q. Will you tell us whether the quotations you got on that paper were the same or less than you got from the Secretary of State? A. They were less.

Q. Were they much less? A. Ten per cent less.

Q. Are you certain the paper was the same? A. Well, I am not certain as to that.

Q. Did they send any samples? A. I could not tell any difference.

Q. Practically they were the same? A. Yes.

Q. You never had any of the blue tint offered to you in any way? A. No.

Q. From anybody? A. No.

Q. How does the blue tint compare with the brown tint in quality? A. It is poorer paper, I should judge.

Q. How much do you suppose it would weigh by the ream in single sheets? A. I do not know, I am sure.

Mr. Steele—Which is the poorer paper? A. The blue tint. I think it is about twenty pounds.

Q. Do you think there is any possibility of its weighing more than that? A. It may, I have never weighed it at all.

Q. That is just your judgment? A. Yes, sir.

Q. What would be a fair wholesale price for that paper? A. I do not know.

Q. At what price can you buy the same, say forty-pound book, which is the same paper in double sheets? A. The price of book papers vary.

Q. For poor quality, like this ballot paper? A. It varies from nine and a half to ten and eleven cents.

Q. Is this the poorest quality, do you think? [Showing.] A. No; I do not know that it is. I presume there is poorer book paper—not much poorer.

Q. Have you seen poorer? A. I do not know that I have.

Q. That is, with reference to this present paper? A. Yes.

Q. You think it is worth more than nine and a half cents per pound? A. No, I should not think it ought to be, in large lots.

Q. Would you pay more than nine and a half cents for it?

The Chairman—That is hardly proper. Ask what was the fair market value of that kind of paper.

Mr. McClatchy—What was the fair market value of that paper, if you were buying it for job work? A. It would depend on the demand for the paper.

Q. On the average? A. I do not know of any work in particular that I would use it in preference to other paper.

Q. It is too poor? A. It is very poor for book paper.

Q. Would you use it for ordinary job work? A. It depends on the demands of the customer. If he wanted that paper I would use it.

Q. You think nine and a half cents would be a fair price for it? A. I think it would be, comparing it with the price of other paper.

Mr. Baldwin—What was it worth for ballot paper. It answered that purpose? A. It was worth $3 25 last year; I do not know what it will be worth after this.

Q. If it serve the purpose of ballot paper, what is it worth? A. I am not an expert.

Q. Suppose you bought three thousand reams, what would it be worth? A. I have not any idea at all.

Q. I ask now for information. Would you use that tinted paper for book paper? A. No; I never do.

Q. It is not used for that? A. I have never seen it used for that.

Mr. Steele—Do you know whether tinted paper is more expensive than white? A. It is. It is the same quality of paper, of course.

Mr. Baldwin—You are basing your valuation on this paper, or with the paper you generally use in your business? A. The paper of the same quality; either white or tinted paper.

Q. Would not the tint be an objection, Mr. Johnston, for any other use? A. That would depend upon the demand.

Q. I mean outside of ballot paper? A. That is all I ever made use of. Some men may prefer the tinted in certain kinds of printing, others would prefer the white. It depends altogether on circumstances.

Q. Tinted paper is not ordinarily called for; it is generally white? A. No; there is a great deal of tinted paper used.

Mr. Hinkson—Did I understand you to say you had printed some of this brown paper, Mr. Johnston, for ballot purposes? A. Yes, sir.

Q. At what price? A. Four dollars and fifty cents a ream.

Q. What was the Secretary of State selling it for at that time? A. That is the paper; I bought it from him.

Q. Do not you know that that brand of tinted paper was very common in the market; was it not at the time that Mr. Thompson made the change; did not all the dealers in the State have it? A. I presume they did.

Q. Have you ever purchased any paper of that tint which was guaranteed to be strong and not tear from handling? A. No, sir.

Q. Do you know that that kind of paper is much more costly than ordinary cheaper tinted paper? A. I do not know of any paper but which will fade as to the tint; this ballot paper which is in use will fade.

Q. Is there any paper that is guaranteed by the manufacturer to hold the tint and not fade? A. I do not know of any of that kind.

H. W. Rivett.

Called by the committee and sworn.

Mr. McClatchy—What is your age, residence, and occupation? Answer—Age, twenty-seven; my occupation has been a printer—not at present; residence, Sacramento.

Q. You were a member of the firm of Rivett & Schardin? A. Yes, sir.

Q. How long have you been in the business? A. I sold out last June, and quit business about four months ago.

Q. Did you ever have occasion to use any ballot paper? A. Yes; we have printed ballots.

Q. Did you obtain your paper from the Secretary of State? A. I did.

Q. Always directly, did you? A. Yes, sir.

Q. Did you have any offer from other parties to supply you with that paper? A. No, sir.

Q. Do you know of anybody that did? A. I do not.

Q. Are you familiar with the quality of blue tinted paper? A. Only in comparison with others—noticing it and handling it, and so on.

Q. In comparison with the paper you used to use for your job work, how much do you think it would weigh to a ream? A. About twenty pounds.

Q. Do you think it would possibly weigh more? A. I don't think it would.

Q. How much do you think it is worth per pound? A. It is worth, I should imagine, about ten cents per pound; it may be cheaper now, paper is going down.

Q. Do you think it is possibly worth any more? A. No, sir; not at the present time.

Q. Are you familiar with the brown paper used by Mr. Burns? A. Yes, I have used that.

Q. Is this paper poorer or better? A. Poorer and thinner.

Q. Would not command such a price? A. It has not a finish.

Q. Do you think it is lighter, too? A. Yes, sir.

Q. You think it is not worth more than ten cents a pound? A. I think not, this blue tint.

Q. That is, worth $2 a ream? A. If it was twenty pounds, yes.

Mr. Steele—Is there any difference in the price of that paper now and, say, in October? A. Not to my knowledge, sir.

Mr. Hinkson—Do you know? A. It might have been; I do not know.

Mr. Maslin—You are speaking of what it was worth last October? A. Yes; the time I was in business.

Cross-examination.

Mr. Hinkson—How long were you in the printing business? A. Five years.

Q. To what extent have you purchased ballot paper? A. I could not say. I purchased some paper, reams at a time, on several occasions, as I needed it.

Q. What knowledge have you of the value of different kinds of ballot paper? A. Simply by coming in contact with it, as a man would naturally gain in business.

Q. I mean as to the price? A. Only by what I paid for it—the different kinds.

Q. Has your knowledge been extensive or limited? A. Limited, comparatively.

Mr. McClatchy—I offer this letter in support of the testimony I gave. I testified I found out the value of the paper, and that I had written to San Francisco and asked what they would furnish three thousand reams of that paper for. This is the answer. [Reads.] I would like to state, in explanation, I wish to make this statement in justice to Mr. Thompson, as I do not wish to do him any intentional wrong. I find it was the brown paper that was sold below the market price, and not the blue paper; therefore I wish to state that I withdraw that charge, in justice to Mr. Thompson.

Mr. Hinkson—Was the gentleman from whom you received this letter in the stationery business? A. Yes; he is now, I think; he has been in the business for a number of years.

Q. This letter was written on the twenty-sixth of December; was he engaged in business at that time?

Mr. McClatchy—I think he had just gone to Cunningham, Curtiss & Welch.

Mr. Hinkson—He is not engaged in the stationery business for himself? A. No, he is not carrying on a business.

Mr. Hinkson—He is not in any business. He is an impecunious man, and has no capital?

Mr. McClatchy—I think not.

Mr. Hinkson—He is employed. He has no business of his own?

Mr. McClatchy—No, he is employed. I wrote to him to go to the mills and find out, and this is his answer.

Mr. Hinkson—I call the attention of the committee to the fact that this letter was written on the twenty-sixth of December, 1884, subsequent to the election, when I suppose paper had depreciated in value because there was no demand for it.

Mr. McClatchy—I offered that simply to show what the paper was worth.

Harry R. Williar.

Called by the committee and sworn.

Mr. Steele—What is your name, age, residence, and occupation? Answer—Twenty-nine; residence, San Francisco; occupation, stationer.

Q. A member of the firm of A. Carlisle & Co.? A. Yes.

Q. Did your house furnish the Secretary of State Thompson with stationery under a contract? A. Yes, sir.

Q. What time? A. The first contract we procured with the preceding administration—under Governor Perkins' administration—that was the first contract. It ran into the present administration.

Q. That was the contract of 1882? A. Yes, sir.

Q. And you delivered all the goods under that contract prior to 1882, or in the year 1882? A. No, sir; we delivered some goods under that contract prior to this administration.

Q. What proportion of the goods did you deliver to Mr. Thompson under that contract? A. I could not exactly say; there was, I think, delivered to the preceding administration—I think in the neighborhood of $3,000.

Q. And how much under the present administration? A. The difference between that and what has been bought—I do not know exactly the figures.

Q. State the kind and quality of goods you delivered to the Secretary of State under that contract? A. In the majority of instances they were all first class goods.

Q. Ink, pens, mucilage? A. Inks, pens, mucilage, and general stationery.

Q. Any legal paper? A. Yes, sir; legal cap.

Q. What was the quality of the legal cap that you delivered? A. Sixteen-pound—first-class quality.

Q. What was the contract price, do you remember? A. I think it was $4.

Mr. Hinkson—Would a memorandum be allowed to assist the witness?

Mr. Steele—Yes. Perhaps you can state from memory what was the contract price for legal cap, for reams? A. I think it is $4; I am not positive.

Q. Do you recollect the trade price of that usually; the price at which you usually sell it; or do you have any established price for retail customers? A. That paper will sell for that price.

Q. Do you not recollect whether you contracted to deliver it for less than that to the Secretary of State? A. No, sir; I do not.

Q. Did you, under that contract, deliver any letter paper, say twelve-pound? A. Yes, sir.

Q. At what price? A. I think $3. [Referring to document containing the bids by the different bidders made in 1882.]

Q. Is that a copy of the contract? A. It is a copy of the bids of the bidders on such articles on which they bid.

Q. Four dollars for ten-pound legal cap? A. Yes.

Q. Letter paper, twelve pounds? A. Two dollars and forty cents.

Q. Six-pound note paper? A. Seventy-five cents.

Q. Fourteen-pound foolscap? A. Three dollars and fifty cents.

Q. Sixteen-pound foolscap? A. Two dollars.

Q. Sixteen-pound brief paper? A. One dollar.

Q. Did you furnish all this paper that you furnished to the Secretary of State under this contract, or was there some delivered or bought outside of the contract? A. There were orders outside of the contract.

Q. Do you remember in filling these contracts, outside of the contract, whether you filled them at the contract price, or at a less price or greater? A. All I can say in reference to that is, that in bidding for contracts some articles are put up and some are put down. We take the chances whether those articles be called for that are put down—we take those chances. If, in going over a miscellaneous schedule of this kind, in our judgment we look at this thing and say, "Well, this article is apt to be called for; this article will not;" we make out our bids accordingly.

Q. That is, any article you think will not be called for much, you put down at a low price? A. That is the idea. We take those chances; that is perfectly legitimate.

Q. And those that will be called for much, you put at larger prices? A. At a fair market rate.

Q. Does not it go a little above the market rate sometimes? A. Sometimes we might take those chances; it is rather unsafe to do it. We might lose the bid if we put the prices too high.

Q. Please state, whether in making up your items to bid upon whether you go it blind—guess at it, or have some data to calculate from? A. We go it blind.

Q. You do not have any definite knowledge with regard to the quantity of these articles which you put at a low price—the quantity that will be used? A. We take those chances.

Q. Your experience, in your trade, leads you to know or to form a pretty good calculation or estimate with regard to what may be used of these low price articles, and what quantity of the high price? A. No, sir.

Q. Then it is all a random calculation? A. I will say this in explanation of that matter: In making our second bid—the first bid, as I stated before, was procured under a previous administration—in making up our bid for the last administration, we had one of these schedules before us, which was kept in the office by our bookkeeper, which he made from bills ordered during the last two years—each one of these articles—and we took that to make up our bid.

Q. Then you did have some data? A. No; the previous two years' contract. We had nothing at all for the first, and went it blind on the first one. We had the purchases for the last two years before us,

and articles we saw very rarely called for, we put down low, and those called for, we put up.

Q. Cigarette paper; what price did you bid on that? A. For fifty cents a ream.

Q. At what price did you furnish it outside of the contract? A. We furnished that paper under the contract.

Q. And none outside? A. No, sir. Still that paper is in there as plain as can be.

Q. What I want to get at is this: You said outside of the contract that you charged a higher price sometimes; was that at a higher price or a lower? A. The articles that are not in the contract; there is no guide to go by in charging for those outside.

Q. For instance, suppose under your contract you agreed to deliver so many pounds—sixteen-pound legal cap—suppose that the office needed more than that, and a requisition is made for it, would you furnish it at the same price? A. At the same price as in the schedule.

Q. And so with any other article? A. Every other article on that schedule, no matter if it is less than the quantity or more, if that is in the schedule.

Q. Well, suppose you did not have that exact quality, and you furnished a different quality, would you furnish it at a greater or less proportionate price? A. In those contract articles we sincerely endeavor to conform to the contract to the best of our ability.

Q. Suppose your contract called for bankers' shears, twelve-inch shears, and you did not have those and furnished ten-inch shears, did you charge the same price, or a greater price? A. Just let me get that article [referring to the contract]. Twelve-inch is on the contract. If they were ordered twelve-inch, they would go in at that; if they were ordered ten-inch, they would go in at the market price.

Q. Do you remember whether, under that contract, you did deliver twelve-inch shears of some other kind? A. We delivered several kinds of shears, if I remember right.

Q. Does the contract call for several sizes? A. No; twelve-inch, only.

Q. You delivered several sizes; all at the same price, or higher prices, or lower prices? A. We delivered twelve-inch at the contract price, and those other sizes, not on the contract, were charged at market prices.

Q. A higher price? A. Yes, sir.

Q. Suppose you take the article of ink, Arnold's ink, in quart bottles; what did you agree to deliver that for? A. Quarts, $1 50; pints, $2 75.

Q. Did you deliver the goods of that character for that price? A. We delivered those goods at those prices.

Q. Did you deliver any quart bottles? A. In some instances, quarts; the majority of instances, pints.

Q. The most of it was what? A. I should say pints.

Q. Which were most in use, quart or pint bottles? A. Pint bottles were mostly used. I will state in explanation of that, that in getting our first contract I saw a party here connected with the Capitol building, and I casually asked him what kind of ink they were using up there, and in what shape? He said they were using small bottles, and I said, "What do you call a small bottle?" and he said, "Medium sized bottle;" and I took it for granted they were pints. I took those chances that they would call for pints, because it was

handier than quarts—for instance, in the Legislature you don't want a large bottle of ink.

Q. Who was this person that gave you this information; any one connected with the Secretary of State's office? A. It was an old employé of the Secretary of State's office under Burns.

Q. Who was it? A. I can't think of his name.

Q. Some one connected with the office? A. I think he was in a subordinate position at the State Capitol; what his position was I do not remember.

Q. Was his position such that would warrant you in thinking that he knew? A. His position was subordinate up here, and I met him on the street one day and casually asked him, as we were making up our minds to bid on this contract.

Q. That being the case, was that what induced you to bid so much lower on quart bottles than on pints? A. Yes, sir.

Q. Because you thought there would be more pints called for than quarts? A. If not we could take our chances on the quarts to make enough money on the others to offset it.

Q. Is there as much difference in the actual value of these goods as you made in the contract prices; for instance, Arnold's ink, quart bottles, I see it is $1 50; the pint bottles are $2 75. Is there that actual difference in the articles. I want to get at the relative value? A. Of course, quarts there is not much more than freight on; we take those chances in every article there. For instance, I could pick out a great many articles there in the same category.

Q. How is the article of erasers—there is a knife eraser; was there any bid under the contract for that article? A. Yes, sir; there is a bid here for knife erasers.

Q. What was the bid? A. $2 25.

Q. Rogers' erasers? A. They are $6.

Q. Of which quality did you furnish most? A. That I could not say, Senator, without having the data before me, as I did not bring any data with me. I had no idea what the investigation was to be.

Q. How is it regarding knife erasers at $2 25; is that something like the pint bottles of ink? A. About on the same principle.

Q. The Rogers' erasers are $6, the price? A. Yes.

Q. You say that the contract price for the knife erasers was $2 25, did I understand you? A. Yes; $2 25.

Q. And the steel Rogers erasers were $6 a dozen? A. Yes, sir.

Q. Do you know whether you delivered the knife erasers and charged $6 for that instead of $2 25? A. There are Rogers' erasers, knife erasers, and the Rogers spearhead. The Rogers knife is worth considerable more than Rogers' spearhead, and we have furnished both.

Q. What is the difference in price or value? A. Between those two kinds of Rogers', I think it is something like $1 50 a dozen—between Rogers' knife and Rogers' spearhead. This does not specify the kind of eraser; it simply says "fine steel knife eraser;" this other item specifies the brand.

Q. Do you know of which kind you delivered the most—high or low-priced article? A. I should judge that we furnish as many of one as of the other, though I have no data to go by.

Q. Do you recollect whether you charged the same price for both kinds? A. I do not recollect about that.

Q. Do you recollect whether you charged $6 for both kinds? A. No, sir.

Q. Scrap, Mark Twain—what are they worth a dozen. What is the contract price? A. They are marked down here at $2, $10, $12. There are three kinds here.

Q. Well, the Mark Twain scrap book? A. That is $12.

Q. Is that the kind that your contract called for? A. Yes.

Q. And you delivered that kind? A. Yes.

Q. Any other kind than the plain? A. If I recollect right, in the Legislature two years ago some of them made requisitions for a scrap book finer than that—something they wanted nice. I think we furnished, I do not know how many; I think a dozen or two dozen very fine ones.

Q. At a greater price, or the same? A. I don't remember. There was a uniform grade of scrap book sent up here, with that one exception.

Q. Take the article of feather dusters, Nos. 14, 16, 18, and 20—what were the contract prices for them? A. The contract says $19.

Q. What kind did you deliver under the contract. Nos. 14, 16, and 18? A. Yes, sir; 14, 16, 18, and 20.

Q. Which number did you deliver the most of. Do you remember, whether 14, 16, 18, or 20? A. I have no recollection.

Q. Do you know which of these numbers is the most valuable—the most costly? A. No. 20. No. 24 is still more costly.

Q. Have you a definite idea of the quantity of these goods you delivered under that contract, and the quantity which you delivered outside of the contract? A. No, sir; I have not. I should judge that it was about two thirds contract and one third not contract.

Q. Two thirds under the head of the contract, and one third outside articles that are not on the schedule? A. That is my recollection.

Q. And for the goods outside the contract you charged a different price? A. We charged the market price.

Mr. Cox—Did you charge the Secretary of State for goods bought outside of the contract any more than any other customer for the same goods? A. Well, in some instances, I may have charged a little more.

Q. Than you would have charged me if I had bought the same goods? A. That varies very much; when it is for yourself we sell it to you for about the same rates, or we might shade it; that depends very much on circumstances.

Q. For instance, I come into your store to buy a class of goods that the Secretary of State might buy, would you make any discrimination between me and the Secretary of State? A. No, sir; not ordinarily.

Q. Then you did not charge the Secretary of State for goods that he bought outside of the contract any more than you did any one else? A. It was not the intention to do so. If such a thing does occur in any other invoices it has been by oversight.

Mr. Steele—Did you pay any commission on these goods that you sold, or any perquisites? A. No, sir.

Q. Did you pay any commission to anybody connected with the office of the Secretary of State? A. No, sir.

Q. For the purpose of getting the contract? A. No, sir; we had no understanding whatever.

Mr. Hinkson—Did you obtain any information from the Secretary of State, or any of his subordinates, on which you based your last bid? A. No, sir.

Q. Have you had any understanding, directly or indirectly, with the Secretary of State, or any of his subordinates, whereby they were to derive any profit, either directly or indirectly, from your supplying to them goods, directly or indirectly, on the contract, or outside? A. No, sir.

A. E. Shattuck.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, occupation, and residence? Answer—A. E. Shattuck; age, thirty; occupation, Deputy Secretary of State; residence, Sacramento.

Q. How long have you been in the Secretary of State's office? A. Since the eighth of January, 1883.

Q. Can you identify the ballot paper that was received from Mr. Thompson's predecessor in office, Mr. Burns? A. Yes, I can identify part of it. Let me say, I can identify it by the marks that are on it; I would know the paper, probably, during the day.

Q. Select that paper out? A. This paper, marked "ballot paper room," I want to say that I designate that by the pencil mark on it.

Q. Who put the mark on it? A. Mr. Tormey.

Q. When? A. We went down—we sent him down there during the discussion of this paper question, and we had one tint, and we kept that to determine other paper by, and this sheet is one of those sheets.

Q. That is Exhibit "B"? A. Yes, sir.

Q. Do you identify any other paper there, as having been received from Mr. Burns? A. Yes, sir; this Exhibit "C" was received from Mr. Burns; I can tell that by comparing that with that other paper, because of those two shades—there was more of it than any other kind; they were supposed to be ballot paper, and if you hold them up in the light you can see the difference at once. That was the reason that Mr. Thompson——

Q. Can you identify any other? A. These others I cannot identify. My impression is, they are samples of the paper sold as refuse.

Q. You could not identify them? A. Only by the marks on them.

Q. Was this paper, marked Exhibit "B" and "C," the ballot paper used in the election of 1882? A. The paper marked Exhibit "B" was used in 1882.

Q. The paper marked Exhibit "H," can you identify that as the present paper? A. Yes.

William Tormey.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, occupation, and residence? Answer—I was born in 1848; occupation, Janitor of the State Capitol; residence, Sacramento.

Q. How long have you held the position of Janitor? A. I began on or about November, 1883.

Q. Who was your predecessor? A. His name was Michael Maguire.

Q. Look at Exhibits "B" and "C," and state whether you can identify that as the ballot paper received from the Secretary of State Burns? A. I recognize this as my handwriting.

Q. You wrote on that? A. Yes, sir; that is Exhibit "B."

Q. Under what circumstances did you put that writing on there, Mr. Tormey? From instructions from Mr. Thompson or Mr. Shattuck, to go down and see what samples of paper were down in the paper room in the basement, or as the case may be. I believe this paper was in room nineteen; that is on this floor.

Q. Can you identify that as the ballot paper used in the election of 1882? A. Nothing more than during my time; it was the paper that was furnished during that time, until we got the new paper, and knowing, of course, that the law is such that ballot paper must be uniform, and supplied to different parties—that is, local elections—in the capacity I filled, of course I had to ship the paper.

Q. Where is Mr. Maguire? A. His health is impaired, and he is in San Francisco under the care of doctors.

Q. Look at Exhibit "C;" is that the same kind of paper as Exhibit "B"? A. I am not much of an expert in regard to the difference in paper.

Q. Did you place a mark on that too [handing a piece of ballot paper to the witness]? A. No, sir; I did not. I can recognize Mr. Thompson's handwriting, and also Mr. Maguire's, as Janitor. It must have occurred before I took possession.

Q. Is that ballot paper? A. Yes, as far as my judgment goes.

Q. What room was this ballot paper kept in? A. In room nineteen or twenty-one; some of it in twenty-one. The new paper is there now.

Q. I am speaking about that ballot paper [referring to Exhibit "B"]? A. That is down stairs in the basement, I think, underneath this very room I am sitting in.

Q. Was it there when you first took possession as Janitor? A. Yes, sir.

Q. Look at Exhibits "D," "E," "F," "G," and "H." A. As to "D," "E," and "F," I could not give you any information about them.

Q. What exhibit is that? A. Exhibit "G" is marked by my predecessor.

Q. Where was this paper kept when you came into office? A. I do not know, because I was not here when the samples were got, but I suppose down in the basement.

Q. Since you have been acting as Janitor, who delivered the ink to the respective State officers? A. It is under my supervision, and I generally deliver it myself.

Q. How did you deliver it; from what kind of bottles; in pints or quarts? A. Just as the party would ask. If he asks for quarts, I have them there; and if he asks for pints, I give him pints.

Q. According to the requisitions? A. Yes.

JAMES TAYLOR.

Called by the committee and sworn.

MR. STEELE—What is your name, age, residence, and occupation? Answer—Twenty-nine years of age; residence, San Francisco; occupation, paper dealer and manufacturer, 414 Clay Street.

Q. The firm of S. P. Taylor & Co.? A. I am not of the firm. My father is the sole proprietor. My brothers and I transact the business.

Q. Your business is dealing in paper? A. Dealers and manufacturers for thirty years. I have been in the business fifteen years myself, as manufacturer and dealer—both branches.

Q. Did your house manufacture paper such as was used at the last election? A. Yes, sir.

Q. What was the tint of that paper? A. It was what is called a fast blue.

Q. What was the quality of it? A. The quality of the paper is what is termed a fast paper, with more than ordinary strength, that could be handled and rehandled without danger of erasure and tearing, and an extra fine finished paper—machine finished.

Q. Do you know the value of such paper? A. Yes.

Q. What was the value of that paper on October last? A. That paper, at that time, made in the way that was, was worth fifteen cents a pound.

Q. That is wholesale in large quantities? A. That is wholesale in large quantities. It is worth more than that now. If you have noticed, there has been an embargo on foreign rags; hence the price of rag stock in this country has gone up three hundred per cent, and it was impossible to get sufficient in the State to make sufficient paper to satisfy the State, on account of the cholera scare.

Q. What was the weight of that paper? A. Twenty-three pounds; and weighed three pounds more than any previous ballot paper I have seen.

Q. That would make it worth about how much a ream? A. About $3 45. It weighed a little over the weight; of course manufacturers allow over and above the weight prescribed.

Q. It was worth $3 45? A. Yes, sir.

Q. Did you furnish the paper to the Secretary of State? A. No, sir, we did not.

Q. Was it manufactured by your house? A. Yes, sir.

Q. For whom? A. Blake, Robbins & Co., at that time.

Q. Do you know of your own knowledge that that was the same paper that was used by the Secretary of State for ballot paper? A. Yes, sir, I do. I could give some information in regard to the manufacture of paper made out of the same stock and the same material, having heard some of the evidence given before.

Q. Do you know anything about the paper that was used by Mr. Burns—the brown tint paper? A. I bought a lot of assortments of paper that was used previously, of different shades and tints and qualities, and all it was good for was for old stock.

Q. Did you buy any of this that was used by Mr. Burns, while he was Secretary of State, in the election of 1883? A. No, sir; we did not.

Q. Did you know of that paper? A. Yes, sir; I knew it. I had opportunities to buy some of it; we did not deal then.

Q. How would that compare, in weight and value, with this fast blue tint that was used at the last election? A. The paper weighed, by actual weight, when I saw and handled it, twenty pounds to the ream.

Q. That is the brown paper? A. Yes, sir; and it was all faded on the ends throughout. Some of the paper was one tint and some another—so much so that according to the laws of this State it could not be used; I am not positive about that.

Q. When did you see this brown paper? A. I noticed it from the time it first came into existence; from the time it was used.

Q. Do you know how many elections it was used in? A. I could not state definitely; ever since I have been a voter, it seems to me.

Q. What would be the value of such paper as that—that brown paper tint? A. At the time the other paper was made that paper would be worth about ten cents a pound.

Q. How did it compare in finish with this blue tinted paper? A. The difference—I did not see any difference to speak of; I did not notice any particular difference. Some of it might have been a little better than others; there was no difference that a manufacturer would notice hardly.

Q. What could this blue tinted paper be manufactured and sold for in large quantities, say three thousand reams, in October, or previous to the election? A. That particular paper and tint might be made to-day for about two cents a pound less than then, or probably three cents less in large orders.

Q. Why? A. The paper stock has depreciated since it was manufactured, and even the coloring material itself is not as expensive as it was then.

Q. Is it more expensive to manufacture tinted paper than to manufacture plain white paper? A. Certainly; some grades of paper cost two or three cents a pound just the color alone. A good order of book paper is worth ten cents. The color would make it two or three cents more.

Q. If you care, please answer what this paper cost to manufacture it at the time just before the election, say in September? A. That paper cost then to make about $2 80.

Q. Per ream? A. Yes; and in addition to that the cost of transportation, etc.

Q. Do you know at what price this paper was sold to the Secretary of State? A. No, sir; I do not know.

Q. Do you know what your house sold it to Blake, Robbins & Co. for? A. Yes, sir.

Q. Please state? A. I think it was—I will look the matter up more definitely—I think $2 80 on the wharf. I think that was it; I am not positive.

Q. State to the best of your knowledge? A. That is my idea.

Q. Are you acquainted with that sample of paper [showing]? A. Yes.

Q. What is that. Is that the paper that was used by Mr. Burns? A. Yes; that is hardly a fair sample of it.

Q. Explain why that is not a fair sample? A. No manufacturer, in making a large amount of paper, can always depend on the exact uniformity of quality and color—that is, in duplicating, unless it is all made at once. When it is not all made at once the water and other influences all have a tendency to vary the shades or general character

of the paper to a certain extent; and there is some of that paper that was better finished than this, and some not near as strong as this [referring to the sample shown the witness]. Of course not, it is an impossible thing to give a candid honest opinion of the paper by gaslight; nobody can tell. Nobody can tell by the present light. I could not positively state that was the paper, only judging from its similar appearance by gaslight.

Q. What is the weight of such paper by the ream? A. That sheet of paper would weigh about twenty-five pounds to the ream, and some of it again probably weighed eighteen pounds. There is another thing about paper, the manufacturers have not yet got it down so fine as to be able to make an exactly uniform shade of paper. There are causes that produce a variation that cannot be properly rectified even in the finest paper.

Q. What do you think it could be manufactured for? A. I think it could be manufactured for about ten cents a pound.

Q. In large quantities? A. In large quantities.

Q. Three thousand reams? A. That is not a very large quantity of paper. It is a very small item with a paper manufacturer; some daily papers use more than that in one day. It does not amount to that [snapping his fingers]. You have got to change your machine and wash up, and the cost of changing from one paper to another is worth two cents a pound. When we have taken orders in a hurry the mere change has made a difference of two cents per pound, and unless we are prepared and have made our arrangements, so that as far as we—unless we are through with one line of stock, it makes a big difference.

Q. Say three thousand reams, what would that cost? A. I would not take the contract for three thousand reams to-day for ten cents of that kind of paper. I would not consider it an inducement.

Q. Examine this paper [handing the witness a piece of pink tinted paper marked Exhibit "C"]. Is that Exhibit "C" the same as Exhibit "B"? A. No; it is a darker tint.

Q. What is such paper as that worth? A. About the same as the last. It does not seem to have much of a tint. It looks to me as if it was merely ordinary white stock, with a little coloring in it, and not bleached—just a sort of natural coloring for dirty stock.

Q. Please look at Exhibit "D"? A. This paper was tinted in the engine. It is a pretty fair paper; it is worth more than the other; it is better, as far as stock is concerned, and as the color is concerned.

Q. What is that worth—three thousand reams of that? A. That would be worth about eleven cents.

Q. Do you mean at the present time, or in October? A. There is one item that wants to be mentioned right here—a very important thing in regard to this ballot paper—and that is this: in taking orders for ballot paper, it requires a uniform tint. The paper has got to be one tint, and it requires more than extraordinary care and diligence to make it—paper of that kind—and keep it of that one tint—much more so than in making an ordinary book paper, and that is quite an item. If it is not just right, and should be thrown back on your hands, it is not worth five cents a pound for anything else, and can only be used for dodgers, and things of that kind. The ordinary news paper would be cheaper, because this is heavier. This would virtually have to sell for three cents, with news paper at six cents.

It would be worth at least eleven cents to make that and guarantee uniformity of color.

Q. Look at Exhibit "E," and see what that is worth? A. That is a better paper than the other; that might be made for the same money.

Q. Do you think that could be made for eleven cents a pound in quantity? A. In that quantity and under those conditions.

Q. Look at Exhibit "F." A. That is about the same thing; there is not any particular difference; it is a little heavier paper.

Q. Could it be manufactured at the same price? A. About the same price—eleven cents.

Q. Please look at Exhibit "G," and see what that is worth? A. I do not know whether anybody could put that through or not, and turn it out in the shape of ballot paper.

Q. Why? A. It is thick and thin, and it is about forty per cent paper, and no strength to it at all; and where it is creased the chances are it would be worn through. There is no strength or body nor anything else to it.

Q. What do you say that would be worth to manufacture such paper? A. It might cost more to make that paper than the other; it is so very poor it would require too much ingenuity on the part of the manufacturer to get it so poor as that. It is an old cylinder paper; it has no strength; I would not give two cents a pound for it.

Q. Please look at Exhibit "H," and see what that is worth? A. That paper has a perfectly clear, uniform tint, and no thick and thin places through it. Any gentleman can look and see it is uniform in thickness and in opaqueness right through. You notice no thick and thin places through it, and no ruffled edge. Some gentleman testified here to-night that paper [referring to Exhibit "C"] had a better finish, and any gentleman can see for himself. And see here—you can run your hand over that and see which is the better finish. This is the principal thing. You can see it is perfectly uniform, when you hold it up to the light. That is the science of making paper.

Q. Is that paper that you made? A. Yes; that same stock and material can be made into paper at twenty-five cents a pound in San Francisco. It is all in the manufacture. The very same stock and coloring and material that is in that paper could be made up and sold for twenty-five cents a pound in San Francisco. And this paper would not make paper of the same kind at all; and if they attempted to make it, it would not be worth anything at all [referring to Exhibit "B"].

Q. This is the ballot paper that was used last election—Exhibit "H"? A. Yes.

Q. And the paper that you manufactured and sold to Blake, Robbins & Co.? A. Yes.

Q. How many reams did Taylor & Co. make of this blue paper? A. A little less than three thousand.

Q. Is that all that was made, altogether? A. Yes.

Q. To whom was it delivered? A. To Blake, Robbins & Co.

Q. In San Francisco? A. Yes.

Q. On the wharf? A. Yes, on the wharf.

Q. At $2 80 a ream? A. Yes, sir; that is what I think was the price; about that; I am not positive.

Q. About what time was this? A. About thirty days prior to the election. It might have been a little sooner than that. There is one statement I made that may seem absurd to whoever should look into

this matter. You asked me in the beginning about the value of that paper a pound, to make it. I told you it was about fourteen or fifteen cents a pound. This is our first experience in making this paper, and we gave the price on the paper prior to the advance of stock, and without any positive knowledge of the cost at the time being. It was an experience. If thirty days after I had had to make that same paper I would not have sold it for that price.

Q. But you did make it and sell it? A. Yes, and I lived up to my agreement. I make paper every once in awhile that costs eleven or twelve cents, and I have to find out what it costs. A man comes to me and says he can buy a certain thing in the East, and I ask him to give me a chance to see if I can make it for him. A man has to pay for his experience. That is how these things happen.

Q. How much extra would it cost to make a ballot paper with water lines, copyrighted by the State, do you think? A. The price of a "dandy" would be probably about $100, and after that is once put in, and once in shape, the expense of manufacturing, after the first lot, would not be anything additional at all.

Q. Say, the manufacture of three thousand reams? A. It would cost to manufacture three thousand reams, half a cent for the first lot.

Q. State in figures what it would cost per pound? A. Twelve or ten cents per ream, that would be about $3, probably not that much; say, $1 50—that is just a guess. When I come to figure it, it would be about $1 50, or about five cents a ream additional, and after that if we had a "dandy" it would not make any difference in the expense.

Q. That is, it would cost five cents a ream more than to manufacture that [showing Exhibit "H" to the witness]? A. Yes; that would be a very safe way of having a ballot paper, and you would be able to detect anything in the way of duplication. There is almost as much safety in the paper of that kind [referring to Exhibit "H"], because it would be impossible for a man without considerable experience, and even then it would be a question whether he could duplicate that paper and tint.

Q. Could he not do it well enough to counterfeit it? A. Possibly he might.

Mr. Cox—Could you make a duplicate paper of that at the same money as that, or less? A. Yes; with the experience we have had in the manufacture of this [referring to Exhibit "H"] we could do it, and if the order was larger, we might be able to do a little better on it—that is, taking it under ordinary circumstances. If we had other orders, it would not be policy to change for a small order like that. The mill has to run on one thing pretty much in order to make it pay, and to change is expensive.

Q. Was not that paper, the blue tint, heavier than the other paper? A. Yes, certainly it is heavier. There is three pounds of difference. These two samples are about the same weight, but that is not a fair sample as regards the weight of the old election paper [referring to Exhibits "B" and "C"].

Cross-examination.

Mr. Hinkson—Tell us about this refuse paper that you purchased from the Secretary of State; what was the character of that paper, and what was its condition? A. I bought a lot from the Secretary of State. It appears to me it was a lot of odds and ends of different

lots. There was at least five or six different kinds, and in some of the kinds that were presumed to be one lot, there were as many different shades and as many weights; five or six different tints, and five or six different weights, and so faded that it was almost perfectly white.

Q. Was it salable at all for ballot paper? A. Not as I understand the law.

Q. We all know the law says it must be uniform? A. It was entirely unsalable. It cannot be even used for an ordinary job, when a man wants a job all alike on one kind of paper.

Q. Could that blue tint, Exhibit "H," have been furnished at the time that was furnished for $1 60 a ream? A. No, sir; it could not.

Q. You know that that is so? A. I know that.

Q. You say you supplied this paper to Blake, Robbins & Co.? A. Yes.

Q. At what price? A. Two dollars and eighty cents, I think it was.

Q. In regard to the purchase of this old rubbish that was bought, is it not so that you first agreed to pay $1,037, and you found on examining it that it was not worth that, and you asked for a rebate of $37? A. Yes; the paper was not as good as the sample received.

Q. You bought it from sample? A. Yes, and if I had seen it further I would not have given that for it by about thirty per cent.

Q. You paid more than it was worth? A. Yes; I doubt if I will get my money on it. Old stock paper is about all it would be fit for.

James Moffitt.

Called by the committee and sworn.

Mr. Steele—What is your name, age, residence, and occupation? Answer—Fifty-eight years; residence, Oakland; and business, in San Francisco.

Q. What is your business? A. I am dealer and importer and jobber in paper of all descriptions.

Q. Look at Exhibit "H;" did you, any time last Fall, in the month of September or October, purchase any paper of that kind? A. I did, sir.

Q. Of whom? A. I had it made expressly to our order, by S. P. Taylor & Co.

Q. What did you pay for this paper, per ream; what was the price of such paper as that at that time? A. Mr. Taylor gave you about the price, probably. If it is not out of order I will make an explanation.

Q. Please proceed? A. It is this: In the early part of the season we had dealt and sold extensively in this class of paper, for election purposes, even after the law was first made; and sold very extensively against Drury Melone, and other Secretaries of State; and Mr. Robbins, my partner, had a talk with Mr. Thompson, but shortly after he was taken sick, and died. He told me about this, and I, of course, followed the conversation up, and had a conversation with Mr. Thompson about it. It was my intention to get it from the East, as I have got my former lots, but a kind of a scare got up in the East, and almost all the mills had withdrawn quotations on account of the scarcity of stock, and I had broken my contract with the railroad

company, and could not get the paper at a price to meet Mr. Thompson's views; and not having a contract with the railroad company, I had to pay the open tariff of two cents per pound. Of course, it was impossible to pay that price and meet his views, and with his consent I had the paper made here.

Q. At what price was that paper worth in the market at that time? A. It was worth all the way from thirteen to fifteen cents per pound. It does not vary. One house selling it to the other, it is worth thirteen cents—twenty-four-pound paper—that class of paper. I buy it and sell it to the Treasurer, from day to day, from twelve to fourteen and fifteen cents.

Q. Did you sell some of that paper to the Secretary of State? A. Yes.

Q. About how much? A. Inside of $3 a ream, to the best of my recollection.

Q. What quantity? A. Three thousand reams the engagement was made for.

Q. Did you deliver three thousand reams? A. I did, sir; fully. In regard to the weight of the paper, I have personally weighed the paper, and I always thought that I got my weight; and the paper weighed, as Mr. Taylor says, an average of fully twenty-three pounds to the ream.

Mr. Cox—Did you offer any of that paper to any jobbers in Sacramento, last year, for sale? A. I do not know as I did; but I remember Mr. Lewis, of Lewis & Johnston, and Mr. Mott, of Crocker & Co., and others, waited on me, and I told them my arrangement is, I cannot undersell the Secretary of State, and I cannot offer you an inducement, for you can buy the paper cheaper up there than I can sell it.

Q. You did not sell any in Sacramento? A. Not to my recollection—not at the last election. I have, at previous elections, sent large quantities of it up here, in competition with the Secretary of State. This identical paper I have not. It was understood if I used it I had to buy it from the Secretary of State. I did so; and I think I paid for some seven hundred reams—paid him cash the very day after the election.

Q. Some seven hundred reams? A. Yes; some seven hundred reams.

Q. And you sold that for election purposes? A. Yes.

Q. In this State—in Sacramento? A. No, in the southern part of the State, and some north, and in Colusa, Placer, and all over. The people had been in the habit of sending to us, for years and years, and getting supplies, and naturally they sent to us for ballot paper. In Mr. Burns' time I sold as much as one thousand five hundred reams.

Q. Did you sell any other house that paper—Exhibit "H?" A. Yes; I sold some down in San Francisco, to different houses; some to the very man who made it; some to Crocker & Co., and some to Cunningham, Curtiss & Welch.

Q. At what price? A. I got $3 50 for it.

Q. This same paper? A. Yes, sir; I believe I sold you some [referring to Mr. McClatchy]; they wanted a few reams, and he stated to me, I may as well pay you the advance.

Q. You say you had that paper manufactured specially for ballot paper by Taylor & Co.? A. Yes.

Q. How much did you have manufactured? A. I had three thou-

sand reams, and I received three thousand, and two or three quires extra.

Q. Did you sell all this paper that you had manufactured by S. P. Taylor & Co. to the Secretary of State? A. Yes; certainly, all of it, the whole of it.

Q. And you sold none of it to outside parties, except what you repurchased from the Secretary of State? A. Not a sheet.

Cross-examination.

Mr. Hinkson—Before proceeding further, Mr. Chairman, I will ask that we be allowed to ask Mr. McClatchy the name of the party he claimed that Mr. Moffitt had offered to sell this paper to for less than it was sold for by the Secretary of State. I ask permission to ask that question now of Mr. McClatchy?

The Chairman—You may ask the question.

Mr. Hinkson [addressing Mr. McClatchy]—Who was the person that said to you that Mr. Moffitt had offered to sell him this paper? A. I said at less than the Secretary of State's price.

Q. Who was the party? A. The statement I made was that a certain party had told me that this paper had been offered here in Sacramento at less than the Secretary of State's price, and of course my information did not come directly, and when I was challenged to produce the information and prove it, the manner in which I endeavored to do it was by subpœnaing every job printer in the town.

Q. We want to get the name? A. My information has proved to be incorrect, and the name does not figure in it at all.

Q. You admit that the information was not correct? A. I stated here to the meeting that I did not want to do Mr. Thompson any injustice. I believed the information was correct, and endeavored to prove it, and since it has not been proven, I am willing to withdraw that portion of the testimony.

Mr. Hinkson—I withdraw the question with that explanation, of course.

Examination of Mr. Moffitt continued.

The Witness—[Continuing.] I did not deliver—I think it was two thousand nine hundred and eighty-two reams—and only charged the State for what I actually delivered.

Q. You did not deliver the whole quantity? A. No; I made a mistake about that, because it was some eighteen reams short of the three thousand, but I am perfectly confident that I only billed the number of reams I sent up here to the Secretary of State. I think it was two thousand nine hundred and eighty-two reams.

Mr. Moffitt.

Recalled.

Mr. Hinkson—Do you know anything about the fact of Mr. Burns having sent out samples of this ballot paper to the different Chairmen of the respective committees throughout the State? Answer—Yes, it is a universal habit, just previous to any coming election, particularly State elections, to send out samples to all the County Clerks throughout all the different counties, and to the State Central

Committees in San Francisco, cautioning them that he had the genuine ballot paper, and all other was doubtful.

Q. Did you ever have any conversation with any committeeman in regard to that paper? A. Yes; most every election there would be more or less controversy about the article we had, as against the Secretary of State.

Q. Can you state any particular conversation you had? A. I had a conversation with Mr. English once upon the subject.

Q. Just state that conversation? A. It was to the effect that there was a sample shown me with the Secretary of State's name stamped on it, as being genuine paper. I took a sheet of my paper, and his was darker. The Republican Committee sent up and got ten or twenty reams to see how near that would match the sample, and there were such variations in the paper that came down, that they turned round and bought mine.

Q. They refused to use the paper sold by the Secretary of State? A. Yes; I think I must have sold all of one thousand four hundred reams of my paper in the year 1882.

Mr. Steele—I understood Mr. Moffitt to say that at this last election he did not sell any paper to outside parties except the Secretary of State? A. No, sir, I did not.

Mr. McClatchy.

Recalled.

Mr. Hinkson—Who was the clerk that found fault with the pint bottles of ink? Answer—It was a clerk in the Controller's office, Mr. Gorman, or Mr. O'Connor.

An adjournment was here taken until to-morrow evening, at half-past seven o'clock.

Sacramento, February 27, 1885.

Meeting of the Senate Special Committee to investigate the alleged charges of irregularities in the office of the Secretary of State.

Mr. Hinkson—Mr. Chairman, we stated that in this investigation we would agree to accept the charges made in the *Bee* as the charges made before the committee; but we asked that if any other charges were made against Mr. Thompson that somebody would have to be responsible for them. Contemptible, cowardly insinuations have been made against Mr. Thompson, and I hope, therefore, somebody will be held responsible. The insinuation was made here that Mr. Thompson was guilty of laches and improper conduct in the matter of contracts. It was said by a gentleman here, "Wait till we get to the wood and coal contracts, and we will see." Now, we want that somebody should come before the committee and prefer charges against Mr. Thompson. We have been waiting for it, and inasmuch as they have not done so, and these contemptible insinuations have been made, we ask your committee to have witnesses subpœnaed here to investigate that matter to your satisfaction. It is a duty we owe

to Mr. Thompson, that he may have the chance to vindicate himself from those vile, contemptible slanders. I do not know who the correspondent of the *Alta* is; but I say there was a gentleman present here who made a remark, and he repeated it in the presence of this committee. I do not know whether that gentleman is responsible for what appears in the *Alta* or not; but I say that no man has a right to go outside of this committee and make such charges, and this gentleman was present last night and heard me make that request of the committee.

JAMES J. AYERS.

Called by the committee and sworn.

MR. STEELE—What is your name, age, residence, and occupation? Answer—James J. Ayers; occupation, Superintendent of State Printing; residence, Sacramento.

MR. MASLIN—What has been your business before you became Superintendent of State Printing? A. I was a printer, and publisher, and editor.

Q. In that capacity have you purchased paper? A. Yes.

Q. About how many years have you had experience in the newspaper business? A. Forty-two years—since 1843.

MR. STEELE—Where did this paper come from? A. It was testified to by Mr. Thompson that it was turned over to him by Mr. Burns.

Q. Look at Exhibits "B," "C," and "H?" Now, Mr. Ayers, what is the relative difference in those papers in point of finish? A. All three?

Q. Yes? A. I should judge that was better finish than this; "H," is better finished than "B" and "C." I think it has a better texture, and to my feeling it has a better gloss. The tint, as near as I can see by gaslight, is very fairly distributed, and it is a paper that you could do very good printing on. This is not a bad paper, but I think that is better.

Q. Tear off a piece and try the relative strength of those papers? A. Exhibit "H" is a strong paper.

Q. Will you look at the evenness and distribution of the sizing? A. I looked at that. The blue paper is the best—Exhibit "H."

Q. Have I asked you all the questions that relate to the composition of good paper—fineness, evenness, and distribution of the tint—and tell us if there are any other points? A. These are the main points.

Q. For mercantile printing use, and for printing ballots? A. Those would be the principal things entering into it.

Q. The gloss and fineness both enter into it? A. Yes; and that is very strong, good paper.

Q. Are you acquainted with the value of paper? A. That is adhesive and holds together well.

Q. Would there be, and if so, what would be the difference between the paper you ordered made especially for you, and paper even of a light texture which you could buy in the market untinted. In other words, suppose you could buy that paper untinted in the market, what would be the difference in the paper? A. There would be a difference, because, in order to manufacture a special order of paper, the mill men would have to fix the cylinder, and be at that expense.

It would not be in the line of the regular work, when they have standard paper to work on, year in and year out; they would have to make changes in the cylinders.

Q. When did you give your contract for paper, Colonel Ayers; did you give a contract for paper last Fall? A. No, sir; we had enough paper to carry us through.

Q. Are you acquainted with the value of that paper last Fall—October? A. I would not like to give anything very positive about the price then, as I was not buying any paper, and there had been fluctuations on account of the cholera scare, and the embargo on rags from Egypt. I had an intimation from at least one paper house to the effect that they were informed by their Eastern people that the embargo on rags would have a material effect on the price of paper, and they would not be able to give any fixed figures, but informed me at the same time that they would place the prices as low as they could consistently.

Q. What time last year was that? A. I think it was somewhere about August, September, or October; I could not say exactly which; it was somewhere in that neighborhood.

Mr. Steele—Mr. Ayers, the paper that you buy for your purposes, is it less expensive or more expensive? A. I buy all kinds—all the papers I buy are standard paper; I have not ordered any special paper.

Q. Those could be obtained at a lower rate than this? A. Because they are in the line of the large manufacturers. They could keep a mill going on it all the year around, and there is no extraordinary expense attached to it. Of course I do not know what the expense attached to a special order is; I am not a mill man myself.

Cross-examination.

Mr. Hinkson—In your business as printer, have you had an extensive experience in printing ballots? A. Yes, sir; I have.

Q. What character of paper is this blue tint for ballot paper, for that purpose? A. Very good, I should say.

Q. You would pronounce it good paper? A. Yes, very good, I should say.

Q. How does it compare with this other? A. It is better.

Q. Have you ever seen any better paper than that for ballot paper used for that purpose? A. I cannot call to mind that I have. I never bought any from the State.

A. E. Shattuck.

Recalled.

Mr. Steele—When these goods were delivered at the office of Secretary of State, the goods contracted for under the contract of 1882, those delivered at the office after you went there—I will ask you first, how long have you been connected with the office of Secretary of State. Answer—Since January 8, 1883.

Q. Were you present at any time, or did you have any charge of these goods that were delivered under this contract? A. No, sir; I never did check them off; the Janitor always did that. The bills always came to me, nearly all of them, and I sent them up stairs to

him to check off the kind and quantity of the goods to see if they had come as per bill.

Q. Did they correspond? A. If they did not, he noted the fact, and if there was any shortage he took it off.

Q. Do you know, of your own knowledge, whether there were any discrepancies between the orders and the deliveries of the goods? A. Sometimes there were shortages.

Q. In the kind or quality of the goods? A. I do not recollect—yes, I think there were one or two occasions when there were discrepancies, and the goods were shipped back.

Q. They were not received? A. If they were received, the shortage was deducted.

Q. Taking articles shipped—where the contract called for twelve and thirteen-inch shears, were ten-inch shears accepted? A. You would have to ask the Janitor about that.

Q. You do not know of your own knowledge? A. No, sir; I never knew that any ten-inch shears were received.

Mr. Maslin—The contract called for a twelve-inch shear, and a thirteen-inch was delivered.

Mr. Steele—They did charge more for thirteen-inch than for twelve-inch? The item on January fourth, one dozen thirteen-inch banker shears, at one dollar and thirty-five cents ($1 35). [Reads from the *Bee*.] A. I recollect those thirteen-inch shears.

Q. Do you recollect what the contract price was for the twelve-inch shears? A. No; I do not, sir.

Q. I merely want to ask you whether you knew that a different size was delivered, and the same price paid for them? A. What size of shears have you reference to now?

Q. I have reference to the twelve-inch shears, being called for by the contract? A. I do not know anything about that.

Q. Do you know, of your own knowledge, whether anybody in the office of Secretary of State gave any information to A. Carlisle & Co.? A. No, sir.

Q. With regard to the quantity of goods that were used in the Secretary of State's office—say, ink, for instance? A. No. If you will allow me, I can answer that in this way: When we came here, the contract had been in existence two months—we came here on January 8, 1883. After we got here, we found the contract. Whatever information he gained he must have got from the preceding administration, of course. The contract existed up to last November. Last November, Carlisle & Co. had kept a tabulated statement of the various kinds of articles they had furnished us with, consequently they had more information about what was used in our office than we had ourselves. It is absurd to say they would ask us for information. They knew what was used for two years.

Mr. Maslin—They had no more information than you had; but they had it tabulated? A. Yes, that is their business, and they had it done.

Mr. Steele—You have let one contract since? A. Yes; they had their information from the previous contract.

Q. That was the same form as your predecessor had? A. The same blanks have been printed for years. We had some printed recently, and this is a copy of the other. As to the way we do that, I suppose that will come up further on.

Q. You might explain it? A. It has been stated two or three

times that that is an old schedule, and that it should have been changed. There is quite a war between the stationers, as there is in the various lines of business between the various manufacturers; and Bancroft & Co. had furnished stationery under that schedule, under contract with the State for two years. If my memory serves me right, Crocker & Co. had, and Le Count. If we had changed that contract they would have said there was collusion. We continued the old schedule. As I say, if we had changed the schedule, Carlisle, having had the advantage of the last two years of the contract, would have known exactly how to do in making bids on the new schedule. The old contractors, Bancroft & Co. and Le Count, if that had been done—they had had the contract before, and knew exactly all the bids under this contract. That is the reason we don't change it; because Carlisle & Co. would have been the only persons to know how to bid under the new schedule, if we had had one.

Q. They would have been the only ones? A. Yes; because they would have known the things sold us in the last two years. But we have an old seal. It cost five hundred dollars; and we probably would have put in the new seal if we had been in collusion. They could have asked us, and we could have told them we did not want to buy that seal; and if we did buy it, the difference between the cost of the seal would have given them the contract at larger figures over everybody else; and Bancroft & Co. would have had that information from us, of course, if we had been in collusion with Carlisle & Co., and that alone would have been enough to give the contract to Carlisle & Co—that is, all the articles outside of the seal; and it was to avoid anything of that sort, and, after long conversation between Mr. Thompson and myself, we did not want to change the schedule, because everybody had bid under the same schedule for ten years.

Q. Do you think that abuses have grown up under that schedule? A. Yes; but every one would have the same advantage in the old schedule; and only one house would have had the advantage, and that would have been Carlisle & Co., under the new one. It was to avoid this that the old schedule was used.

Q. In making up the schedule, how do you fix with regard to the total of the bids? A. We take the bids and carry them right out and aggregate each one. I was acting as Clerk of the Board of Examiners, and I run up the figures hastily, and they had me in there because I could do that.

Q. Perhaps I asked that question before. What relation or proportion do the goods that you have purchased for the office outside of the contract, bear to those which were purchased under the contract, have you any idea? A. No, sir; I have not.

Q. It seems to be pretty well admitted that the goods purchased outside of the contract were charged higher than those under the contract? A. Some of the goods under the contract are furnished for almost the cost of transportation.

Q. I suppose they are not bound by any bond? A. Yes, they are under bond.

Q. The office of Secretary of State—I mean the Secretary of State—is not bound by any bond to give this trade outside of the contract to the same party who has the contract? A. No, sir. I will answer that fully and completely. Let me say that the stationery bought of Carlisle & Co., for the fiscal year ending about July, was something

like $4,750—I think $4,750. Those are all the bills from July, 1883, to July, 1884, four thousand seven hundred and some odd dollars. That included extras of every kind, and everything else. On the outside we bought over $1,600 worth. We never went to Carlisle & Co. when we could do better elsewhere. Mr. Carlisle complained of that very thing. He asked me about that very matter, and I told him we could do better here, consequently about one third was bought here of dealers in town, where we could get them at the lowest rates.

Q. I do not understand that; I thought that you had to buy outside articles from the contractors? A. The stationers gave that testimony; but we did not do it, because we could make more advantageous purchases, and we bought over one third of the entire amount—over $1,600.

Q. From people that had no contract with you? A. Yes; of people in this town.

Q. The same kind of goods? A. Every bit of it. Mr. Carlisle thought he should have it. It was stationery and things that were not contained in the contract.

Mr. Hinkson—From whom did you buy those articles? A. Beard, Crocker, Hahn, Russell—there are at least a dozen different places in Sacramento.

Q. You bought from people who dealt in special lines? A. Yes.

Q. Do you say you could purchase those same goods from Carlisle & Co.? A. Yes; they were in their line. There was some things they would have to go out after. They wanted extras outside of the contract. It did not make any difference what it was, if it had been in the contract, we would have bought of Carlisle & Co.

Q. Did you ever give Carlisle & Co., or any other bidders, any information, directly or indirectly, as to the different quantities of the different articles which were used in the office? A. No, sir. They had their information tabulated. While we had the same information, they had it in better shape, and more easily understood than we had it. We never sent them an order but they put it down in the schedule. If we ordered anything, they put them down in the schedule. These things appear through our books spread over a larger number of pages, and it would take a long time to look over and see how many dozen of each article had been purchased in two years. Consequently he did not have to ask us for information, and if he had, he would not have got it.

Q. Was there any agreement or understanding, directly or indirectly, between yourself, or any contractor, or any person from whom the Secretary of State purchased any articles, whereby you or any one of the attachés of Mr. Thompson's office were to derive any benefit whatever? A. Not the slightest; you can make that question as broad and comprehensive as you like; most emphatically, no.

Q. Did you derive any benefit? A. Not a dime.

Q. You or any one else? A. Not a dime that I know of, neither present nor prospective.

Mr. Hinkson—What is that paper [showing copy of contract to witness]? A. I think this is a comparative statement of the bids on the last contract.

Q. That is a copy of the comparative bids? A. Yes, sir; tabulated.

Q. Is that the contract of 1884? [Exhibit "J."] A. They charge there was collusion in the letting of that contract in 1884.

Q. What is that? A. This is a comparative statement of the bids in 1882 [referring to Exhibit "I"]. I suppose the committee have already learned about this. Carlisle & Co.'s bid was $274 24—that is the aggregate cost of one item of each kind that is furnished, or to be furnished, under that schedule; and it was carried out in that way, and the award was let to the lowest. The next closest to them was $279 51; the next, $289; and the next, $291. There was not $15 difference in the four bids, and the closest one was $5. That is a pretty complete answer to the charge that there was collusion.

Mr. Baldwin—Why were pint bottles of ink more generally used than quarts? A. Not being up in the stationery room, I can only give you my judgment of that matter.

Q. What is your judgment? A. I have been employed in clerical positions for fifteen years—fourteen years anyway—and persons that are using ink in great quantities, and writing a good deal, often want clean ink, consequently if a man gets a quart bottle of ink it will mold quicker than a pint bottle of ink will.

Q. Whose ink did you use? A. Arnold's; never used anything else, and I never wait for my inkstand to run out. I have heard persons say, Arnold's ink will not mold, but it always has in my ink bottle.

William Tormey.

Recalled.

Mr. Baldwin—It is said that it has been a favorite trick of Carlisle & Co., if anything was ordered, to furnish something slightly different, and charge for that four or five times as much; do you know anything about that? A. No, sir, not that I know of.

Q. Do you know of any instance where a certain class of goods had been ordered and a different quality was supplied, and extra prices charged? A. I will state as regards the prices; of course, when I checked off those bills, it was in regard to the quantity and quality.

Q. But not the price? A. No.

Q. The charge here is, the envelope paper was given in the bid at $1 50, but no such paper was ever delivered; do you know anything about that? A. No, sir.

Q. Do you know thirty-six-pound envelope paper when you see it? A. No; except I weighed it.

Q. What is the system of checking off goods; for instance, there is a contract made for a certain class of goods; take envelope paper; the contract calls for thirty-six-pound envelope paper; when you check off the goods, do you know whether you get that paper or not? A. Yes.

Q. How do you know? A. By weighing it.

Q. Did you weigh the paper? A. Generally; I have always done so.

Q. Has there ever been an instance where thirty-six-pound paper was called for by the contract and a lighter paper given? A. Not that I am aware of.

Q. He claims here that thirty-five-pound paper was given in place of thirty-six-pound, and of a poorer quality, and in the contract thirty-six-pound paper was $1 50, and the thirty-five-pound paper was charged $8 a ream; do you know anything about that? A. No, sir.

Q. Did any such thing ever occur? A. Not to my knowledge.

Envelope paper during my time; there was none received. Whatever envelope paper was there was there when I went there.

Q. How long have you been Janitor? A. Since November, 1883, I think.

Q. Do you keep a set of books as Janitor? A. Yes; I keep a set of books.

Q. "December 30, 1882, two reams of thirty-five-pound paper, $8;" that is a copy from the books? A. I know; but you are speaking of 1882, and I was not here at all at that time.

Q. Were you here in February, in 1883? A. I was not here then.

Q. March? Here is, "March 20, 1884, five reams thirty-five-pound envelope paper, $8." A. That paper came, because I remember weighing it.

Q. Was that thirty-five-pound paper? A. Yes; to the best of my knowledge and belief, that was in keeping with the item of the bill.

Q. Do you know if that thirty-six-pound paper was called for? A. No, sir.

Senator Cox—If there is any mistakes in the packages, what do you do? A. In case any mistake is made as to a bill furnished, and the amount of goods received, we noted it on the bill, and if any goods came not according to contract, several times I shipped them straight back again. On several occasions I have sent back stuff that was sent us, because it was not in conformity with the contract, nor with the price or quality.

Q. In checking off these goods when they are received, do you look at your contract and see what the contract calls for, and see whether they compare with the contract? A. As regards the contract, at that time I had a book of prices that was my guide.

Q. Did this book of prices specify the quality of goods as well as the price? A. Yes, of course; in cases where there was difference in the same article—of course, a different quality.

Q. Do you think it was possible for you to have checked off thirty-five-pound envelope paper, when thirty-six-pound was called for and received? A. That is a thing that probably would occur to any business man; any man might make a mistake; but to the best of my knowledge and belief, I satisfied myself that the paper was in accordance with the bill.

Q. Perhaps a pound of difference would not strike your attention? A. No person can be a judge in regard to a pound of difference unless he actually weighs it. I do not mean to say I weighed every ream of paper—no, no!

Q. The question would occur, how these entries could appear on the books. For instance, if thirty-six-pound paper was called for, and then the entry in the book under the contract states that thirty-five-pound paper was received, the question is, how that would occur? A. Let me understand you.

Q. When the contract called for thirty-six-pound paper, and where the goods are delivered and checked off as thirty-five-pound paper? A. I do not remember anything like that.

Q. The entry on your book states that thirty-five-pound paper was received, whereas thirty-six-pound was called for under the contract. A. I do not understand what you mean. You speak of thirty-five-pound paper.

Q. The charge is here that in the contract, in a number of in-

stances—I take that as one instance—where the contract called for thirty-six-pound paper, at $1 50 per ream, and the book shows you received thirty-five-pound paper, and paid $8 a ream for it? A. As I told you before, as regards the contract, my guide was the price list that was furnished me; and as regards the weight of paper a pound—of course I am satisfied that I got a paper of that weight—that is, to the best of my knowledge and belief. As I said before, I did not weigh each and every ream. For myself, I would not do it.

Q. You weighed enough of each package that you were satisfied that you got the proper weight? A. I weighed enough of each package to be satisfied that I got the proper weight.

Senator Steele—I do not know that I understand this method of checking off goods. You say that you have a price furnished you? A. A price list in accordance with the contract prices.

Q. On this list that is furnished, from which you checked off the goods, are the kind of goods specified in that list? A. Yes; invariably.

Q. Then your method of checking, when the goods correspond in price and quality with your book of prices, why, you check that it is correct? A. Yes.

Q. And when it does not? A. I note on the bill that they are not according to the prices, nor according to the quality, and note it on the bill, and that goes to the lower office, to Mr. Shattuck. If an error occurs clerically, I go over the account and deduct the error from the amount. Those things will occur.

Q. In this matter of ink, does your price list that you have furnished to you, specify the kind of bottles of ink—either pints or quarts? A. Yes, sir.

Q. And you always checked in accordance with the list? A. Yes.

Mr. Baldwin—You received the coal and the ice? A. Yes, sir. I do not remember the ice—coal, wood, and gas. Yes, I've got general charge of them, as to the correctness of the bills.

Q. Do you know of any bonus being paid by any of these contractors to any one connected with the Secretary of State's office? A. No, sir.

Q. By any of the contractors? A. No, sir.

Q. Did you never hear of anything of the kind? A. Never until the other day I read an article in the *Alta*.

Mr. Cox—Tell the committee, how you checked the goods, and when? A. As regards coal under the contract, when we required coal, I went down to the contractor and told him he had better send up eight or ten loads of coal in his cart; and he always had to go to the city scales in Sacramento and weigh the load of coal, and every time he came with a load he delivered the weigher's receipt with the load of coal. He made out his bill and I made out the account of it and checked it off with the weight of the scales.

Q. That was a certificate of the city scale-keeper? A. Yes.

Q. How many pounds to the ton did they furnish? A. According to that contract, two thousand pounds. They are paid by the two thousand pounds to the ton.

Q. You were satisfied you got it then? A. Of course, it was proof enough—it was weighed.

Q. I asked you if you were satisfied? A. Yes.

Mr. Baldwin—How about wood? A. The contract for wood—when we wanted wood I went down to the wood contractor, as I did to the coal contractor, and would go down and measure the wood on

the wharf. It was piled up in cords four feet long. I would measure it, and saw that it would be delivered. If it would be forty or fifty cords I would see that it was delivered.

Q. You buy wood and coal as you need it? A. There is a contract.

Q. So many hundred tons of coal and wood? A. Yes; we generally got fifty or sixty cords of wood at a time, that is for the engine room down stairs.

Q. You measure the wood? A. Yes.

Q. Is it corded up? A. Yes.

Q. You buy four-foot wood? A. Yes.

Q. The wood is brought down on steamboats, and corded up on the wharf and then measured? A. Yes.

Q. Do you know what the contract price for coal and wood was? A. I am not positive with regard to the figures. The wood is $7, I think, and some odd cents a cord.

Mr. Cox—What do you know about gas? A. Gas; of course we take that by meter consumption, of course monthly.

Q. Who takes the gas measurement off the meter? A. There was a man had charge of the gas up to about four or five or six months ago, and that was his duty, but since he left here I have attended to that—in fact, it is incumbent upon me to do so—the law says so.

Q. What do you do when you get the amount from the meter? A. It is put on a book, and I compare it with the bill.

Q. Do you turn that statement over to Mr. Thompson? A. Yes; I took the meter, and put it on the book.

Q. And the gas man brings his bill to the Secretary of State? A. Yes.

Q. And he sends that to the Board of Examiners? A. Yes.

Q. And Mr. Thompson does not pay at all? A. Yes.

Q. And it is just so with the coal and gas. They go before the Board of Examiners, too? A. Yes.

Mr. Steele—But the Board of Examiners take the statement from the Secretary of State's office? A. Yes.

Q. Properly certified? A. Yes.

Mr. Hinkson—How is the wood corded when you measure it, Mr. Tormey? A. It is six feet high.

Q. But how is it corded, closely or loosely? A. Yes, closely.

Q. Is that a part of your duty to see that it is properly corded? A. Yes, to see that I get my measurement.

Q. You always look after that? A. Yes; I went down specially and measured it myself.

Q. Mr. Tormey, I think you made a mistake; you did not mean six feet high; you meant four feet high? A. Yes; six feet high.

Q. Explain it so that it will go down on the record properly? A. I mean six feet high. Of course, the tiers are that length—four feet.

Q. Just say what there is? A. There is a cord and one half there. This is six feet high, and that means a cord and one half.

Q. I am satisfied you are honest in what you say, but you are getting it six feet high? A. That is the way the wood is piled down there on the wharf.

Q. I asked you how the wood was corded; you testified it is to be delivered to the different State officers? A. Yes.

Q. Has it ever occurred to you that when you have delivered ink in quarts they would order you to return it and bring ink in pints? A. Yes.

Q. Can you name an instance where you furnished quarts and they returned it and ordered pints? A. Yes, I do.

Q. Just state what you know about it? A. As far as my recollection leads me, I think Mr. Wallis came in and said he preferred pints to quarts.

Q. What did he say? A. He gave his reasons, and I think General Willey made the same objection.

Q. Do the officers generally want pint bottles instead of quarts? A. Yes, sir.

Q. And are these orders then made for pints in accordance with the requisitions of the different State officers? A. Yes.

Q. That was why the pints were ordered instead of quarts? A. No; as far as that goes, pints and quarts were ordered.

Q. I mean pints more generally? A. Yes; they are more called for.

Q. Have you any evidence of any collusion or fraud on the part of Mr. Thompson, or any of his subordinates, with any contractor furnishing wood, coal, or gas? A. No, sir.

Q. If there had been any fraud in the delivering of wood and coal who would have been responsible? A. I think it would be me.

Q. Is it not a fact that you would have been responsible? A. Yes.

Q. Mr. Thompson would not have been responsible? A. He would not.

Mr. Maslin—Who ordered these goods—the stationery supplied by the contractor, or anybody else? A. As a general thing, in regard to the contractor—when I would be out of any article I made out a list and sent it down to the lower office, and as a general thing Lee Brown sent the order to Carlisle & Co.

Q. I want to find out whether you were in the habit of ordering, as things were wanted, or made out large orders irrespective of the present demand, or ordering things as they were wanted? A. We never ordered any goods except as they were needed.

Mr. Steele—Is it your habit to go down and order this wood immediately after it is piled upon the wharf? A. No; the party who is the contractor generally has a stock of wood there.

Q. And you go down and take the measurement? A. Yes, sir; I took a tape that belongs to the State and went right down and measured it.

Q. Is this wood piled on a level surface? A. Yes.

Q. Not on a sidehill? A. No, sir.

Mr. Hinkson—In regard to the extras that were purchased by the Secretary of State, is it not true that they were usually ordered by the State officers? A. Yes, sir.

Q. Before they were purchased by the Secretary of State? A. Yes, sir.

Q. And purchased by him on orders from the different State officers? A. Yes.

Q. Is it not so, that when a State officer would demand an article that was not in the contract, that the Secretary of State has refused to furnish them until other officers had ordered the same article? A. Not that I am aware of. It has never come to my notice.

Q. You, perhaps, would not know that? A. Many times the State officers would ask for articles that were not in the contract, and it might be a day or two, until I could get them, or until they came up

from San Francisco—three or four days might elapse, but we never waited for another officer to get the same article.

Q. It was ordered as an extra? A. Yes.

E. L. Brown.

Called by the committee and sworn.

Mr. Baldwin—What is your name, age, residence, and occupation? Answer—Twenty-three; Sacramento; Clerk in the office of the Secretary of State.

Q. State, generally, your duties, Mr. Brown. A. My duties—I am incorporation clerk in the office, and any bills for stationery by Carlisle & Co. have generally been submitted to me before being passed in to the Board of Examiners.

Q. What did you do with those bills? A. I looked over them, to see if the prices were according to the contract.

Q. Do you receive any goods? A. I do now, sir.

Q. For how many months? A. For this session, and for the session of 1883.

Q. Do you unbox them? A. Yes.

Q. And check them off? A. Yes, check them off from the bills and with the orders. We always keep a duplicate of every order which we send down, and compare the bill first with the duplicate order we have kept, and check the goods received off on the bill, to see that we have received what we are charged for.

Q. After you have checked the bill the Secretary of State accepts your check that you have got the goods, and that the prices are all right? A. Yes.

Q. Do the bills then go to the Board of Examiners? A. I believe they do.

Mr. Baldwin—You have a special book for this, in which you place the amounts received by you? A. No, sir; we have a bill book that we copy all bills in, but that is all. I never kept such a book in 1883, but since Mr. Tormey has been Janitor he has kept that book. I was with Mr. Craft at first.

Q. How long have you been in the Secretary of State's office? A. Since January 8, 1883.

Q. It is charged here that cigarette paper, for which the contract price was fifty cents, and for which $4 was charged? A. I think that during the continuance of that contract—the contract that was in force when we came into office—the contract price was fifty cents per ream. Under that contract I think all that was furnished to our office here was some fifteen reams, which was paid for at the rate of fifty cents per ream. But, I believe, the Supreme Court ordered some cigarette paper that was charged $4. I don't remember the price—that is probably right. That cigarette paper was ruled specially to the order of the Supreme Court, and, in that way, did not come under the contract at all.

Mr. Maslin—In reference to the supplies to the Supreme Court, was it not the habit to have those supplies delivered direct from your contractor to the Supreme Court in San Francisco? A. Yes, sir.

Q. You had no way of examining; the only way you knew about it was by the certificate of the Clerk of the Supreme Court? A. We

are required if the Supreme Court wants any goods, they first make a requisition on us; we sent it to Carlisle & Co. to deliver the goods to them with the bill, and whoever received the goods marked the bill correct as received and sent the bill to us, thereby saving the cost of transportation to here and back again.

Mr. Steele—Did this particular item that you speak of occur below? A. Yes, that occurred below.

Q. Here is another about feather dusters, numbers fourteen, sixteen, eighteen, and twenty, at $19 per dozen. On January 11, two dozen are charged at the rate of $42 a dozen; do you know anything about that? A. What date was that?

Q. January 11, 1883. Twenty-two dozen charged at the rate of $42 per dozen, whereas the contract price was $19? A. At that time Mr. Craft, who was Janitor under Mr. Burns, in the stationery department, and I was not thoroughly conversant with the bills at that time, and consequently knew nothing about that bill.

Senator Steele—Blotters; the contract price is $2 50 per dozen, and $6 for a large size? A. The only kind delivered was the six-dollar kind. The Moore blotters are very seldom used, and none of the small size. We never had a call for a small size. They are all for a large size. They are practically worthless—the small ones.

Q. How is the price $6 per dozen—what are these blotters; is $6 a dozen a high price? A. I do not know about that. My knowledge of stationery is confined entirely to the contract prices, and what I have been able to gain from observation daily. I should judge it ought to be a fair price.

Q. How would it compare with the small ones at $2 50? A. No, I do not think so, because every person I have ever seen that used Moore's blotters at all, have told me that the small ones were valueless—worthless.

Q. In regard to rubber bands: for instance, No. 31 was charged on January eleventh, in the same month No. 48 is charged at the rate of $1 19? A. I do not know about that.

Q. The charge is here that on January eleventh there was a lot delivered at seventy-five cents per dozen, but later in the same month there were forty-eight gross delivered at $1 19 per dozen? A. For the same number?

Q. It does not say that? A. We used a great many different sizes of rubber bands. It would be necessary for me to know the bands in order to tell anything about the price. We had boxes of bands up there which ranged in price from $1 to $2 75.

Q. Rubber rulers should have been furnished at $3 25 per dozen, yet we find on January first that two dozen rulers, $9 per dozen? A. But here we find that those were flexible rulers—just a thin strip of guttta percha, backed by rubber so that it will curve over. They are bookkeeper's rulers.

Q. Is there any difference in the quality and price? A. They are always bid higher on the contract—they do under the present contract.

Q. You do not know, of your own knowledge, whether these that were charged at the rate of $3 25 per dozen were not the flexible rulers? A. They were probably flexible rulers. I remember we had a small stock of flexible rulers.

Mr. Cox—That paper that you had—cigarette paper—is not used as cigarette paper? A. No; it is ordinary white paper.

Q. What is it used for? A. By reporters; these pads, used for writing; rough scribbling paper.

Q. That is just the name of it? A. Yes, sir; cigarette paper

Q. With regard to mucilage—are there different sized bottles of mucilage? A. Different sized mucilage stands. I think that there is only one bid on the contract for the liquid mucilage. I believe it is only bid in quarts.

Q. The charge is here that mucilage was paid for at the rate of $6 per dozen, whereas the market price is $2? A. Mr. Craft audited the first bill at $6, and I followed his rule after that.

Q. Toilet paper, at nine cents a package; was that not brome paper? A. The toilet paper that we received in the contract, it is store paper; the name is specified. It is good paper; not brome paper; brome paper is very much superior.

Q. They gave $18 for brief paper, at $16 a ream? A. Yes; that brief paper we never received one single ream of it up here. That is ordered by the Supreme Court, and they use—we did not get any brief paper—what they call Supreme Court paper, but I believe they charge $16 a ream.

Q. Who ordered that paper? A. We were getting up some incorporations, and we wanted some nice looking paper, better than we had around the office. A certificate of incorporation is rather a nice document to keep. I believe we have about three quarters of a ream still left.

Q. What do you know about erasers? The contract is for Rogers' at $6 per dozen, and for knife erasers at $2 per dozen; the charge was invariably made for $6? A. About that; I know that they very seldom charged for knife erasers, but I don't remember without seeing the bills; I don't remember; I did not check them off. Mr. Craft was up here about a month, and I followed him. I was engaged up there during the session. After that I came down stairs, and lost all track of the receipt of the goods, and while I was up there I followed in Mr. Craft's footsteps. He approved the first five or six bills that came in. I think, it is my impression, that Mr. Craft had received those knife erasers, and had approved the bills, and I went over the bills of Mr. Craft to correct my prices, and the price list was furnished me by Mr. Shattuck. The entries are on our books. If I could see the bills I would probably remember more about it than I do now.

Q. What is the difference between these Rogers erasers? A. There is this much difference that I remember: The knife erasers are much more convenient; they have a knife-blade that you can cut paper with much more easily and pencils, which you cannot do with the ordinary spear-heads.

Q. How long was Mr. Craft in charge of that department? A. After Mr. Thompson took the office?

Q. Yes; after January 1, 1883? A. To the best of my recollection, about one month.

Q. Who followed him? A. Mr. Maguire.

Mr. Hinkson—I believe you said that Mr. Craft approved the bill for this mucilage at $6? A. Yes, sir.

A. E. Shattuck.

Recalled.

Mr. Baldwin—You can make any explanation you desire, Mr. Shattuck? Answer—I want to make an explanation in regard to Mr. Craft. A good many of those overcharges crept in and were started by Mr. Craft, and I want to state what proportion of those were made under Mr. Craft's administration. Mr. Craft was retained by Mr. Thompson for his knowledge of stationery, and when we came in on the eighth of January, at twelve o'clock, the Legislature was in session, and both houses were to be supplied at once. Mr. Burns did not want to be accountable for anything, nor Mr. Dunn, so that some one had to be retained who understood everything, and Mr. Craft was retained. There was bought by Mr. Craft stationery bills approved by him on January first—the very month he was there—$3,190 53. Hence a great many of those overcharges by carelessness were overlooked—at any rate he established a precedent for a good many of those overcharges. That shows what proportion of alleged overcharges should be charged to other persons than Mr. Thompson. That $3,190—the whole of Mr. Craft's bills—represented about one third, a good deal more than one quarter, of the amount purchased by Mr. Thompson up to this date. For the first six months $4,891 51—pretty nearly $5,000 was the amount of the whole year—and of that $4,891 51 there was only $130 ordered by Mr. Thompson in the first six months; $870 95 of that was ordered by the Supreme Court in purchasing brief paper and a great many other things, and it appears there have been things charged that never reached us at all. The bills came right from San Francisco; never came here at all; and these overcharges—a good number of them—the Supreme Court may have used finer material than any other department, and a different grade of it, and they may not be overcharges at all. So that it appears, taking that $3,190 allowed by Mr. Craft, and that $870 of Supreme Court bills that never reached us at all, which were audited down there, and certified down there, that makes something like $4,000; that is over one third of the whole amount of stationery bought by Mr. Thompson up to this date. All the overcharges, therefore, must appear in that $4,000 in which Mr. Thompson had no means of determining any overcharges at all.

Senator Steele—This $3,190 was during the session of the Legislature? A. Yes, we came in during the session.

Senator Cox—Is that the stationery book you have? A. No, this is a resume. I keep a stationery book and a book with Carlisle & Co., sundry supplies, wood, coal, and gas. Those are the four accounts. It comprehends all that is paid out of the stationery fund, and we know at any time what we owe for wood, coal, and gas, or to Carlisle & Co. for stationery, and I can tell you at any time anything that is on any one of those accounts. Our sundry supplies here represent $843. This ran up to the last of December. Our sundry supplies bought outside of Carlisle & Co. were $843, Mr. Carlisle's bills for the same period—and that will show just what we got from Mr. Carlisle—for the same period, was only $368 62. That was over $300 extras bought outside of Carlisle & Co., for the reason that we could get more advantageous figures and save freight, and as I said, Mr. Carlisle made a good deal of complaint.

Q. These goods were bought in Sacramento? A. Yes, every dollar

of that. Carlisle & Co. complained, under the understanding that the stationers claimed they ought to have all the outside business.

An adjournment was here taken until Monday, at seven o'clock and thirty minutes P. M.

SACRAMENTO, March 2, 1885.

Meeting of the Committee of the Senate to investigate the alleged irregularities in the office of Secretary of State.

JOHN Q. BROWN.

Called by the committee and sworn.

MR. HINKSON—What is your name, age, residence, and occupation, Mr. Brown? Answer—Age, fifty-five; residence, Sacramento City; occupation, Superintendent of the Gas Company of this city—have been for eighteen years.

Q. Do you know whether your company supplies gas to the State, if so, how long have they done it? A. Yes; they have been supplying the State for a number of years; I do not remember exactly; ever since the gas works have been erected.

Q. Have the gas company any contract with the State? A. No; they have a meter, and we take the state of the meter and charge the regular rate. I will state to the committee we have been here in Sacramento for years, charging the regular rate to everybody. If a man buys a hundred feet we charge him as much as if he bought ten thousand feet—no deduction.

Q. What, if anything, has the Secretary of State, or any of his subordinates, to do with the matter of contracting, measuring, and paying for the gas? A. I will state to the committee that we have a man to take the state of the meter at the end of every month, as near as practicable, and the meter is in charge of the State officers, and they have the same privileges. The bill that we furnish—we make out the bills after we take it, and send them to the Board of Examiners, and the warrants are drawn in favor of the company. You can go to the meter and take the meter.

Q. State what facility the Secretary of State has for colluding with your company in the matter of gas bills, or defrauding the State in the matter of gas? A. It has not been, to my knowledge. In fact I do not belong to the Board of Directors, but I have almost the entire conduct and management of the company, and I can say to a certainty that I think every dollar that is paid to the gas company goes to the stockholders. I will state positively that there were no deductions or preferences to anybody.

Q. No commissions paid to the Secretary of State? A. No, sir; or any deductions. In a great many towns they give deductions, but we have adopted the rule of charging the same to every person.

Q. Were no deductions made for any purpose? A. Except in one instance, where it was charity; and I was going to explain that the Superintendent is allowed to deduct thirty per cent, and give it to the charity. He deducts that amount before the bill is presented.

Q. Do you know that Mr. Thompson, or any of his subordinates, ever made any attempt to collude with the gas company to defraud the State in any manner whatever? A. Never, in any way.

Q. If Mr. Thompson was in collusion with any of the people of this company, for the purpose of defrauding the State, would you have knowledge of the fact? A. I think I would, sir.

Q. Why? A. The only way it could occur would be for the Directors to refund money to Mr. Thompson, and not let me know anything about it. But I can state positively that nothing of that kind has ever occurred.

Q. Do you know whether Mr. Thompson, or any of his subordinates, have ever attempted to collude with any company or person for the purpose of defrauding the State? A. I do not think they ever have; they never intimated such a thing to me.

Mr. Maslin—If there had been any overcharge of gas the meter would have shown it? A. Sometimes there can be an overcharge. The man that takes the statement of the meter can make a mistake, but it will correct itself. As I stated at first, you can take that statement to-day, and from the time Mr. Thompson commenced—the date of his commencement—he has got a record of the state of that meter, and to-day that meter stands if it never has been tampered with or touched. The amount that we furnished the State would make up that amount, and if the man should make the mistake of a thousand feet ahead one month it would have to burn that much gas, and it would correct itself the next month.

Q. I will go further. Suppose an instance; I do not know what is charged for gas. Suppose that Mr. Redington was in collusion with Mr. Thompson, and he should say, "I am going to charge you four or ten thousand feet more than was necessary"—$60 a month. He would have to make it appear on his bills? A. Yes.

Q. Are not all your bills made out monthly? A. Yes.

Q. With the exact number of feet? A. Yes.

Q. So that by going into the Controller's office you could see all the bills that were furnished? A. Yes; our books show it, and Mr. Redington would have to be in collusion with the man we have to take the statement of the meter. It would be impossible for any collusion or irregularity by the gas employés, without three of us going in together.

Q. And a record is kept, and the amounts itemized? A. Yes; and the meter is open for inspection, and he has charge of the meter, and can take the statement in ten minutes himself, and see whether it is correct.

Mr. Baldwin—All customers are charged alike? A. With the exception of charity. I have authority from the Board of Directors to deduct thirty per cent from any gas bills for charitable purposes. It shows on the books.

Q. Mr. Thompson did not come under that class? A. No, sir; the State does not.

A. A. Redington.

Called by the committee and sworn.

Mr. Hinkson—State your name, residence, occupation, and age? A. Forty-five years old; occupation, gas collector; Sacramento City; name, A. A. Redington.

Q. How long have you acted in that capacity? A. Ever since the formation of the Citizens' Gas Company—1873.

Q. Have you always collected the bills from the State? A. I have always rendered the bills with one month's exception. Sometimes the bills are made out and there is no money to pay them.

Q. You rendered all the bills except for one month? A. Yes.

Q. Who furnished you the bills? A. I make the bills.

Q. From what? A. From the statements. I occasionally took them myself, and most always there is a man employed by the gas company for that purpose.

Q. Have you always rendered the bills to the Secretary of State? A. Yes.

Q. Have any of your bills ever made any charges or deductions in any way for the State? A. No, sir; there has been a meter set in the basement, and sometimes they deduct and sometimes it comes off their meter.

Q. I mean in the number of feet, and charging? A. We charge them the same as to other consumers.

Q. Do you know whether Mr. Thompson or any subordinates have ever been in collusion with any of the gas company's men for the purpose of defrauding the gas company? A. Not to my knowledge.

Q. Would you have known if that had been the case? A. I do not know about that.

Q. Do you know of any instance where Mr. Thompson, or any of his subordinates, ever attempted to go into collusion with the employés of the gas company for the purpose of defrauding the State? A. I never had any knowledge of it. Mr. Thompson pays as much for his gas as anybody else in town.

Q. Mr. Thompson pays for his gas just as much as anybody else? A. Yes, just as much as anybody.

Q. Did you ever make any deductions on his personal bills? A. No, sir; none at all.

Howard Russell Johnson.

Called by the committee and sworn.

Mr. Hinkson—What is your age, residence, and occupation? Answer—Howard Russell Johnson; age, twenty-seven; occupation, journalist.

Mr. Baldwin—How long were you in the employ of the Secretary of State? A. The exact date or number of months I could not tell you.

Q. About how long? A. About nine or ten months.

Q. What year, Mr. Johnson? A. About January, 1883, till May first, last year, I think. Eighteen hundred and eighty-four, I quit.

Q. What position did you hold? A. Clerk.

Q. While you were in the office, were you aware of any acts of collusion and fraud on the part of Mr. Thompson, against the State. If so, state what they were; state fully? A. Nothing positive, so far as Mr. Thompson is concerned.

Q. Do you know anything, so far as Mr. Thompson is concerned, in regard to the discharge of his duties as Secretary of State? A. Well, I will have to make a statement in regard to that matter.

Q. Go on and make your statement; state fully and particularly?

A. During the time that Mr. Thompson was before the San José Convention, the nomination of Secretary of State——

Q. [Interrupting.] I only mean while in office; we are not asking anything further.

Mr. Hinkson—I will state this: We accepted the charges that were made by the *Bee* in the formulated investigation. We now desire to have any additional charges reduced to writing. Something had been said about collusion and fraud in the matter of gas and wood, and we hoped the charges would be formulated in regard to that matter; and at the same time we said, if anything else was to be presented, we desired that somebody would be responsible for them to this committee, and that this committee shall require it to be reduced to writing. In justice to Mr. Thompson I make that statement now. If we are going out beyond the charges made by the *Bee*, and going into the matter of coal and gas, we insist that those charges be reduced to writing.

Mr. Baldwin—This is confined, Mr. Johnson, to the charges of collusion and fraud in the office of Secretary of State; so confine your testimony to that? A. I am trying to get at that, sir, by tracing it from its inception.

Q. Do you know of any occasion where Mr. Thompson, the Secretary of State, acted in collusion with any one for the purpose of defrauding the State; that is what we want to get at, whether he was guilty of fraud with contractors or otherwise? A. I know nothing about that contract.

Q. In which he was guilty of any fraud? A. No.

Q. Where he was guilty of any collusion against the State? A. Positively not; indirectly I have my opinion, of course.

Q. Do you know of any collusion with any of his subordinates to defraud the State; if so, state what it was? A. So far as Mr. Thompson directly is concerned, no.

Mr. Hinkson—That is all we want to know; he is the only man we are investigating.

Mr. Baldwin—Do you know of any collusion or fraud on the part of any of his subordinates against the interest of the State of which Mr. Thompson had knowledge? A. No, sir; of course I suppose he had knowledge, but I could not swear to it; merely a supposition on my part.

Q. Do you know of any collusion or fraud on the part of any of his subordinates against the State? A. If you will allow me to make a statement I will make it.

Q. That is a question that you ought to be able to answer if that fact exists; then you can make your explanation. Say yes or no, and then explain it? A. There is no use in my making a statement so far as Mr. Thompson is concerned directly, because I do not know that Mr. Thompson—I never knew that he was in collusion with anybody—it was merely a supposition.

Q. Does that supposition relate to any contract for furnishing any supplies to the State, or anything of that kind? A. No, sir.

Q. Do you know in any instance where the State has been defrauded by any of the subordinates? A. I think I do.

Q. Mention it; and the person? A. I am very much in the impression that the bookkeeper—that is, the gentleman who is or who was, at the time I left the Secretary of State's office, who was registered in

the payroll of the Controller's office as bookkeeper—did not draw his full salary.

Q. He did not draw his full salary? A. Full salary.

Q. Who is that? A. Mr. Thomas Eagan.

Q. Is he at present in the employ of the Secretary of State? A. Yes, sir.

Q. What evidence have you that he did not draw his full salary? A. Merely this; at the San José Convention——

Q. [Interrupting.] I do not want anything about that. A. I have to go back to that.

Q. It must be since he has been in the office; we cannot go back to the San José Convention; let us confine ourselves to that? A. I believe that Mr. Eagan did not draw the salary as bookkeeper—that is to say the full salary. I have asked Mr. Eagan.

Mr. Hinkson—I object, as irrelevant, incompetent, and immaterial, what Mr. Eagan said to him, because Mr. Eagan is here to testify for himself.

Mr. Baldwin—He may have made admissions. There may be nothing in it, and there may be. It amounts to nothing unless further testimony is developed. We cannot tell. I do not think that will exclude Mr. Johnson from stating what he may have admitted to him? A. Mr. Eagan admitted to me a number of times that he did not get the bookkeeper's salary.

Q. How much did he say he got? A. A clerk's salary, $133 33.

Q. What is the salary of the bookkeeper? A. One hundred and sixty-six dollars and sixty-six cents.

Q. Who did he say got the other? A. He never said who got the other, but he inferred Mr. Thompson got it.

Q. Is this your inference or his. Did he say that he inferred that Mr. Thompson got it? A. Yes.

Q. When did he make this admission to you, and under what circumstances? A. I could not tell you the exact circumstances, or the number of times—not only in my presence, but in the presence of Lee Brown; particularly in the Golden Eagle Hotel, in the second drinking box in there, or card room, or whatever you choose to call it. After that, in front of Mr. Chenoweth's saloon.

Q. How frequently did he make that statement to you? A. I could not tell you how many times, but he made it quite often, because I made it my business to investigate that matter.

Q. Was that while you were in the employ of the Secretary of State? A. Yes, sir.

Q. Under what circumstances did he make that admission. How did it come to be talked about? A. He made it through my inquiries.

Q. By inquiries? A. Yes, sir.

Q. Were you and Mr. Lee Brown, and Mr. Eagan, the only ones present? A. Not at all times. The conversations that we had in regard to that matter were put by me to Mr. Eagan—that is, I questioned him in regard to the matter, and he admitted the fact, that he did not draw the full salary, and at the time Mr. Eagan spoke to me about this thing, we were in front of Mr. Chenoweth's saloon. He told me he was a man of family, etc., and he did not wish to hurt himself with Mr. Thompson.

Q. Was that a confidential talk between you and Mr. Eagan? A. Yes, sir; perfectly confidential—that is, at those particular times, at the Golden Eagle Hotel and in front of Mr. Chenoweth's saloon.

Q. Were you drinking together? A. Yes, sir.

Q. Was he under the influence of liquor or otherwise? A. I think he was.

Q. Was it in the night or the daytime? A. In front of Mr. Chenoweth's at night, and at the Golden Eagle in the afternoon.

Q. When was the last time you heard him make this statement? A. Indeed I could not tell you, so far as dates are concerned, but it was very often.

Q. How long before you left the Secretary of State's office? A. I think it was May first I left; but I am not positive; in fact, I have had so much to do of late, since that time, that I have not paid any attention to the time of my leaving Mr. Thompson.

Q. Were you and Mr. Eagan on very friendly and confidential terms? A. Yes, sir; the very best of terms.

Q. How was it with yourself and Mr. Thompson at that time? A. So far as Mr. Thompson and I are concerned, there is nothing between us, with the exception of political differences. I always had a very high regard for him.

Q. You say that he inferred that Mr. Thompson drew the balance of his salary? A. Yes, sir; and it was understood between Mr. Eagan and Mr. Brown and myself that Mr. Thompson got the difference between the bookkeeper's salary and the clerk's.

Q. In other words, he got $125? A. No; he got $133.

Q. When he should have got—— A. [Interrupting] One hundred and sixty dollars, and something.

Q. Did Mr. Eagan say that Mr. Thompson got the difference between the bookkeeper's salary and the clerk's salary. Did he say that. Was that understood? A. I have a very distinct recollection that he did say that Mr. Thompson got it; but he positively said that he did not get it.

Q. He got the bookkeeper's salary? A. The bookkeeper's salary? Yes, sir. So long as the testimony is going down, why, I should like to make a statement with regard to this thing.

Q. Anything you want to explain about your testimony is all right. A. I should like to make one statement in regard to the bookkeeper's salary.

Q. In regard to the bookkeeper's salary, what explanation have you to make? A. The explanation is this: It was understood that I was to be appointed bookkeeper in the Secretary of State's office. I went to Mr. Thompson and found that—rather when I first came here to Sacramento that the appointments were to be made in a different way, and one day I went to Mr. Thompson and told him I was not satisfied, and that I had waited some time for my appointment, and Mr. Thompson told me that he was obligated to a very great extent, and to wait, and I waited and was not satisfied. At that time Mr. Shattuck and myself were roommates, and coming up the street one morning, on the way to the office, I told Mr. Shattuck that I was not satisfied, and Mr. Shattuck turned around to me and he stated, "Mr. Thompson cannot support his family on his salary. He has got to have the difference." And that is the positive truth, and after he made that remark I said, "Oh, very well; if that is the case all right." Those are the exact words I spoke.

Q. This was the conversation between you and Mr. Shattuck? A. Yes; coming up Eleventh Street, I think, between H and J.

Q. No one but yourselves were together? A. No, sir; we were coming together from our room to the office.

Q. You did not get the position of bookkeeper? A. No, sir.

Q. Your position was clerk—of what department? A. Well, I kept—you might call them the general books.

Q. What salary did you get? A. One hundred and thirty-three dollars and thirty-three cents.

Q. Was that the full salary of the position? A. Yes, sir.

Q. Then, as I understand, if such an arrangement was to be made, you would have had no objection to his retaining the bookkeeper's salary, in your conversation with Mr. Shattuck? A. No, sir; positively no. If I had been appointed bookkeeper by the Secretary of State, I presume I would have got the salary.

Cross-examination.

Mr. Hinkson—Do I understand, Mr. Johnson, that you did not get the full salary that you were entitled to? A. No, sir, I did not—that is, so far as Mr. Thompson; but Mr. Thompson promised Mr. Williar—he promised me in San José.

Q. Mr. Thompson? A. Yes, sir; but it was generally supposed by all my friends that Mr. Thompson would appoint me as bookkeeper. I saw Mr. Williar, and Mr. Williar said to me, in front of the Auzerais House, after my father was defeated for Governor, he said, "Look here, how do you stand on Secretary of State?" I said, "I do not know; my father's been defeated and I have got to have something. I have got to feather my own nest." And he says, "Wait a moment," and he ran up stairs and came down again and said, "Mr. Thompson says you can have anything outside of the deputyship." "There is a bookkeeper's position," I said. He says, "You can have that." He says, "That is arranged."

Q. Did you get the full salary of the position that you filled in the Secretary of State's office? A. Yes, sir; I did.

Q. How many attachés does the law allow Mr. Thompson to provide a salary and position for? A. I do not know.

Q. How much does the law fix for the salary of the deputy? A. I think $2,000 a year. I am not positive. I never—I tell you, sir, I never paid any attention to the Secretary of State's office when I was there. I was not prying into anything, in any way in the world, because I was afraid.

Q. Do you know what salary was fixed by law for the position occupied by Mr. Eagan? A. One hundred and sixty-six dollars and sixty-six cents.

Q. How do you know that that was the salary provided by law for that position? A. I know it; $166.

Q. How do you know that that is so? A. I know it by hearsay, of course, and having gone over the Codes.

Q. You only know it then from hearsay? A. Yes; hearsay and the Codes.

Q. While you were in the office Mr. Thompson had a deputy? A. Yes.

Q. Who was he? A. Mr. Arthur Shattuck.

Q. How many attachés did he have in the office besides yourself, and who were they? A. When I went into the office first?

Q. Yes? A. Mr. Felix Mulgren and Mr. Lee Brown, and there is one gentleman whose name I cannot remember, who was a lawyer. He resided in San Rafael at one time—he, I think, came from Santa Rosa.

Q. Did he have any other clerks than those you mentioned? A. Mr. Gale, I think.

Q. How many clerks did he have, generally, during the time you were in office? A. Five; I think there was an extra that was included in the five.

Q. One extra clerk? A. That was allowed during the Legislature.

Q. Do you know, Mr. Johnson, that the law only provides for three regular clerks in that office? A. Three regular clerks?

Q. And two extra clerks, for four months biennially, when the Legislature was in session? A. I am not positive about that, of course.

Q. Do you know whether or not, during the time you were in the office, that there were three clerks in the office then? A. Yes; there are three clerks.

Q. That drew the regular salary, that there was no discount on? A. No discount on?

Q. Were there three clerks in the office that drew the full salary that the law allowed? A. Yes, sir; they drew the full salary.

Q. Were there any two others that drew the full salary? A. Yes; I think Mr. Brown and Mr. Mulgren.

Q. You say you made this investigation during the time you were in Mr. Thompson's employ, in regard to Mr. Eagan's office? A. Yes, sir.

Q. What was your object in making that investigation at that time? A. My object was merely this: I had an idea that Mr. Eagan did not draw the full salary, because I did not think he was competent to keep books.

Q. Did not you have any other object? A. No, sir.

Q. Did not you see that the office was conducted properly, or was any fraud perpetrated? A. No, sir.

Q. You became convinced that there was something crooked because of his salary? A. So far as Mr. Eagan was concerned.

Q. Did you ever make a report to any person? A. To a number of people.

Q. Did you ever make an official report to anybody that was entitled to receive it? A. Probably not at the time.

Q. Have you since? A. Yes, sir.

Q. To whom—what official body or person? A. I spoke to General Marshall about it.

Q. When? A. I have spoken to Mr. Dunn about it.

Q. When? A. Mr. Marshall, probably two or three months—two months after I had had that conversation with Eagan about it.

Q. Was it before you left the office, or after, that you spoke to Mr. Marshall? A. Before; I spoke to him a number of times.

Q. What was your object in laying the matter before Mr. Marshall? A. Because I thought that Mr. Marshall would investigate it.

Q. Well, you still remained in that position after you made this discovery yourself? A. Yes, I did.

Q. Why did you remain there if you found there was fraud and collusion being practiced in the office? A. I remained there because I wanted to stay there—I wanted the money.

Q. Did you think it was proper to remain in an office where you

believed the State was being defrauded and collusion was being practiced by one of the officers? A. No; I did not think it was right, and I wanted to get away every day of my life during the time I was there.

Q. Did Mr. Thompson prevent you from going? A. No, he did not.

Q. Now, Mr. Johnson, do you think it was right for a man under the employ of another to investigate the business of his office, and still remain in his employ? A. I did not report with the idea of investigation.

Q. What was your object in reporting to General Marshall? A. Personal friendship to the General.

Q. What was your object in reporting to Mr. Dunn? A. That report to Mr. Dunn was made within the last month.

Q. Did you call on Mr. Dunn, or did he call on you, when you made that report? A. I called on him.

Q. Why did you make that report to Mr. Dunn? A. With the belief that the Secretary of State's office should be investigated.

Q. You had that same opinion when you reported to Mr. Marshall? A. No, sir.

Q. When did you come to that conclusion? A. I came to that conclusion, I believe, within the last three months.

Q. What facts caused you to arrive at that conclusion?

Mr. Baldwin—I think that is going too far. He says he did it, and gave his explanation.

Mr. Hinkson—I will not insist on the question.

Q. Then, Mr. Johnson, you have no personal knowledge that Mr. Thompson has attempted to defraud the State out of anything, have you? A. No, sir; it is merely a positive belief on my part.

Q. You have no personal knowledge, only that belief? A. Yes.

Q. You formed that opinion from statements made by Eagan and Shattuck? A. Yes, sir; and of course the general idea on the outside.

Q. I am now speaking of facts; you came to that general opinion and conclusion from the statement of those two, did you not? A. Yes, and my perception at the time as to the general conducting of business of the Secretary of State's office.

Mr. Maslin—Do you know how many clerks are authorized by law in the Secretary of State's office? A. There is a deputy.

Q. And a bookkeeper? A. Yes.

Q. And two recording clerks? A. Yes.

Q. During the session of the Legislature the law allows them two for a few months? A. Yes.

Q. Allowing two extra clerks for the session of the Legislature, has there been any less in that office than the deputy, the bookkeeper, and two clerks; so that the State paid for the services rendered, it matters not who got the money? A. Yes. sir.

Q. There were not four salaries drawn and three men to do the work, were there? A. No.

Mr. O'Meara—I would like to ask a question; did you ever receive a letter directed to the Secretary of State's office with regard to any paper—the furnishing of paper? A. Yes; I received a letter in regard to the——

Q. What was there about that paper? A. I found a letter on my desk one day that was addressed "Journalist." I opened it, and it

was very peculiarly constructed—that is, the sentences, etc., and I concluded that it was not for myself; and it was in regard to the price of paper, asking the price of paper, and it was from some newspaper, I judge a weekly, so far as my recollection is concerned, in San Francisco. I just merely read it over, and of course, finding out it was not for me, I did not then remember the exact contents, nor I do not now, but I went in and laid it on Mr. Thompson's desk, and told Mr. Thompson that the letter had been addressed "Journalist," Secretary of State's office. There might have been a Post Office stamp on it; I have an indistinct recollection that there was; and I told Mr. Thompson that I had received this letter, and being the only journalist in the Secretary of State's office—that is with the exception of himself—I found out it was not for me, and left it. I do not think it was more than five minutes before Mr. Thompson walked into the office and up to my desk, in a very disconcerted manner and speaking abruptly to me, he said: "Mr. Johnson (or Johnson) in future do not open letters addressed as that one was addressed; that was intended for some one else;" and with that left me, and I asked pardon for opening it.

Q. What was your opinion of the transaction?

Mr. Hinkson—We object to that.

Mr. Baldwin—We are not going to shut the door in this investigation.

Mr. Hinkson—This committee is able to take care of itself, but we have some interest in this committee to this extent. We do not want anybody to go from this committee and say that the committee did not give anybody a fair show. But they have gone beyond all precedent, and we have permitted this thing.

[After argument.]

Mr. Baldwin—Inquire all about it.

Mr. O'Meara—I wanted him to answer that, but in this particular they are drawing the rules of Court.

Mr. Hinkson—I withdraw the objection, and he may answer it.

Mr. Baldwin—I will ask the question: Give your opinion about that letter, Mr. Johnson? A. My opinion about that letter was: Whether it was a week or a month or two weeks previous to my opening this letter, a truckload of ballot paper was taken off from the cellar on the outside, and during the time it was being taken off, I asked Mr. Shattuck, who was then present, without thinking at all, "Where is this going—to the ragman?" and he put me off abruptly, and did not answer. Putting the two things together I came to the conclusion that Mr. Thompson, or rather the Secretary of State's office—I do not know whether it was Mr. Thompson, or Mr. Shattuck, or who did it—was selling ballot paper to some newspaper in San Francisco.

Q. To some newspaper in San Francisco? A. Yes; putting the two things together, the letter and the ballot paper going out.

Q. Who was the letter addressed to that you found lying on your desk? A. "Journalist."

Q. How was it signed? A. That I could not tell you, because I had no intention to pry into any matter whatever concerning the Secretary of State's office at that time.

Q. You read that letter through? A. I read it through very hastily and immediately I saw it was not for me, and I do not now remember one single sentence in it.

Q. You cannot remember the contents of it? A. No, sir; I cannot. I could not, nor can I.

Q. About what time did you notice the ballot paper going away; at the time that you spoke to Mr. Shattuck? A. It was in the afternoon; I could not tell you what day or——

Q. [Interrupting.] At what time in relation to the time you openep the letter; was it before or after that? A. It was before I opened the letter.

Q. About how long before, to the best of your recollection, Mr. Johnson? A. It might have been a week, or two, or three weeks, and it might have been a month or two.

Q. What quantity of ballot paper did you notice going away on this occasion? A. Quite a truckload.

Mr. O'Meara—Did you know anything about the condition of that paper. Was it damaged or good? A. I thought it was good.

Q. Did you examine it? A. I do not know—no, not at the time.

Q. Did you examine it before it went away? A. Yes, I think I went down stairs.

Q. No, but this truckload? A. No, sir; not that particular truckload, but I had been down there before, and my impression—so far as my judgment is concerned—I thought that it was very good.

Q. Then you do not mean to be understood that this particular paper that you saw in this truckload was good paper? A. No, sir; I did not say that it was good paper. I do not say it was good paper, nor could I say that it was bad.

Q. Did there seem to be an appearance of secrecy about this paper going away at this time? A. No appearance of secrecy, because I dropped the matter right there and then, and made no inquiries afterwards whatever, except I remarked upon the matter afterwards.

Q. To whom? A. To Mr. Lee Brown.

Q. Did you make any remarks to Mr. Shattuck? A. After that?

Q. Yes? A. No, sir.

Q. At the time what did you say to him about that? A. I asked him where it was going—whether it was going to the ragman.

Q. What did he say? A. He kind of put me off.

Q. What did he say? A. I am not positive about his remark; that time I considered myself an employé of the Secretary of State's office, and it was none of my business what was done. My general impression was that the Secretary of State's office was run in a very bad manner.

Q. That was your general impression? A. Yes.

Q. What led you to that belief? A. Almost everything in connection with the office, like the taking of the inventory of the stock in the stationery department, and a number of things. Positive secretiveness so far as conversations between Mr. Thompson and Mr. Shattuck were concerned; the closing of the doors at all times.

Q. The clerks were excluded at all times. Mr. Thompson has a private office and the clerks were excluded from there? A. They were excluded in every way.

Mr. Baldwin—In other words, Mr. Johnson, Mr. Thompson did not consult the clerks about the way in which he would run the office? A. Of course not.

Q. You stated, in general terms, that the office was not run properly. Now specify in what respect, and let us know? A. In the first

place, I do not see why a number of things were ordered from the firm of Carlisle & Williar that I know were not on the schedule.

Q. What things can you name? A. Such things as fire-screens.

Q. How many fire-screens were ordered, that you remember? A. Probably not more than two in the Secretary of State's office. I cannot enumerate the things that I supposed were not in the schedule, because I did not keep track of it; I did not think that it was any of my business.

Q. In replying to one question, you said that you did not pay any attention to these things, perhaps because you were afraid; why were you afraid? A. I was afraid of being decapitated.

Q. If you said anything? A. Yes, or if I made myself too prominent, that decapitation would result—that and political reasons.

Q. You are both Democrats? A. Yes, but there is a vast difference between Mr. Thompson's democracy and mine. I'm a Stephen J. Field Democrat.

Q. When did this feeling arise between Mr. Thompson and you, politically I mean, after you had been in the office of Mr. Thompson? A. About three months, or four months.

Q. Had there been any discussion between you and Mr. Thompson about the different wings of the democracy? A. No, sir; Mr. Thompson and I never had any conversation on the matter whatever.

Q. Mr. Thompson did not make that as a condition at all of your remaining in office with him, did he? A. No, sir.

Mr. Hinkson—This paper that you spoke of being shipped away, that was taken out of the basement? A. Yes.

Q. Was that a part of the paper Mr. Thompson sold to Taylor & Company? A. No, sir.

Q. You do not know where he sold it? A. No, sir.

Charles Sellinger.

Called by the committee and sworn.

Mr. Hinkson—What is your name, age, residence, and occupation? Answer—Age, twenty-four; residence, number 109 Third Street; occupation, bookkeeper; Charles Sellinger.

Q. You are bookkeeper for Sellinger & Co.? A. Yes, sir.

Q. Have you had a contract for furnishing coal to the State? A. Yes.

Q. When? A. We had in the last two years until January first.

Q. Do you know of any collusion or fraud upon the part of the Secretary of State, or his attachés, in the matter of furnishing coal to the State? A. No, sir.

Q. How was that contract awarded to your firm and by whom? A. In the first place, it was published in the daily papers that a contract for a hundred tons of coal would be let, and I believe all the coal dealers put in bids and the lowest bidder got the contract.

Q. It named the kind of coal? A. Clean coarse Sydney coal, a hundred tons.

Q. More or less? A. More or less—yes, sir; and the lowest bidder received the contract. We being the lowest bidder at that time, received it.

Q. What was your bid? A. Eleven dollars and one half a ton.

Q. Did you superintend the delivery of it, and the weighing of it, and such things as that? A. My father did.

Q. How was it delivered, and where? A. The way we delivered the coal, we loaded carts and took it to the scales, and took a receipt for it there, and weighed it, and dumped the coal in the bins, and handed the receipt to the Janitor.

Q. How do you make out your bills. From the weigher's receipt? A. Yes, sir.

Q. Did you make out the bills? A. Yes.

Q. Did you charge the bills according to the amounts furnished by the weigher, at the contract price? A. Yes.

Q. Did you make any deduction to Mr. Thompson, or anybody else? A. No.

Q. Did you ever charge the State more than the State received? A. No, sir.

Q. Do you know whether Mr. Thompson, or any of his subordinates, ever attempted to collude with your firm, or anybody else, for the purpose of defrauding the State? A. Not that I know of.

Q. Had Mr. Thompson any opportunity of defrauding the State, in the matter of furnishing this coal, unless you had known of it? A. I do not know as they could have any way, because when we made out the bills, the bills were brought up, and the city scaler's receipts were attached to the bills, and it was presented before the Board of Examiners, and I got my warrant at the Controller's office, and got my money for it.

Q. You do not know anything about the contract for wood? A. No.

Cross-examination.

Mr. Maslin—The first load that was delivered to Mr. Thompson—was that weighed? A. Yes.

Q. Who suggested the weighing of it? A. I really do not know who suggested the weighing of it.

Q. Did you ever sell any coal to Mr. Thompson, during your contract, for his private residence? A. No.

Q. Did the Secretary of State, or any of his attachés, buy any coal from you during that contract? A. He never bought any coal, nor none of his attachés.

Mr. Hinkson—Who furnished Mr. Thompson coal for his own use during the time you had the contract for the State? A. I do not know.

Mr. Maslin—Did you deliver Sydney coal? A. Yes, sir.

Q. There was no occasion on which you delivered inferior coal? A. No, sir.

Senator Cox—You delivered coal according to the contract? A. Yes, sir. The way the contract reads, it reads the coal is to be delivered at the State Capitol, and weighed on the scales at the Capitol, at $11 50 per short ton—two thousand pounds.

Q. The law is that two thousand pounds is a ton? A. That is the way that we deliver the coal for two years. We weigh it on the city scales, and give a receipt, so that there can be no fraud on either part.

Senator Cox—Did you have a contract with the Secretary of State previous to Mr. Thompson coming in? A. I disremember. I know

we had it for two years. I am under the impression we had got the contract the time he went into office.

Q. That was during Mr. Burns' time? A. Yes.

MICHAEL HANRAHAN.

Called by the committee and sworn.

MR. HINKSON—What is your age, residence, and occupation? Answer—Fifty-four years of age; residence, Sacramento; business, coal dealer.

Q. Have you the contract now to furnish the State with wood? A. Last Fall; yes, sir.

Q. With whom did you make that contract? A. Under the Perkins administration.

Q. With the Board of Examiners or the Secretary of State? A. With the Board of Examiners.

Q. State what it was? A. I was to furnish four hundred cords for $7 07 a cord.

Q. What kind of wood? A. Second growth, four-foot wood.

Q. All the wood you furnished, did you furnish it according to the contract? A. Yes, sir, according to contract.

Q. Have you furnished the same kind and quality of wood you agreed to furnish? A. Yes.

Q. Who measured the wood? A. The first wood was measured by Mr. Grew.

Q. Who measured it under Mr. Thompson's administration? A. Mr. Tormey.

Q. Who is Mr. Tormey? A. He was Janitor of the Capitol.

Q. Then Mr. Tormey has measured it during Mr. Thompson's administration? A. Yes.

Q. Where was it when it was measured? A. On the wharf.

Q. How was it corded? A. In different lengths, six feet long.

Q. How long had it been lying before it was measured? A. I always have got wood there. I have always two or three hundred cords there.

Q. Have you any idea how long this wood had been lying there? A. I had it lying there last season, since the month of August last—some time in October, I think. My place is not large enough for the business I do.

Q. Who did you deliver it to, and state when and where? A. To the State.

Q. Who received the wood? A. Mr. Tormey, the Janitor.

Q. Where was it delivered? A. Right here, at the back of the Capitol.

Q. How did you make out your bills and present them for payment? A. He took the measurement, and I made out the bill.

Q. Mr. Tormey measured it? A. Yes, sir; with his own measure. I never measured any myself. He took a tape and measured it. I believe Captain Downey measured some.

Q. You mean he helped to do it? A. Yes; he held one end of the tape.

Q. Do you know whether Mr. Thompson, or any of his subordinates,

have been guilty of any collusion in the matter of furnishing wood to the State with anybody? A. No, sir; I do not.

Q. You have not been in any collusion whatever here? A. No, sir; nor anybody else in my life. I would hardly do that.

Q. Did he ever try to, or anybody else? A. No, sir.

Q. Nor any of his subordinates? A. No, sir.

Q. Who furnished wood and coal to Mr. Thompson for his private use when Mr. Sellinger was furnishing wood and coal to the State? A. I did.

Q. For his own family use? A. Yes.

Q. While Mr. Sellinger was furnishing coal to the State? A. Yes.

Mr. Maslin—Your wood contract with him commenced in 1883, under the Perkins administration? A. In December, 1882.

Q. Have you had any agreement with Mr. Thompson, to deliver to him wood at less price than anybody else? A. The same as to anybody else.

Q. Did he pay for it? A. He paid me for it. Probably there is half a ton of coal that is unpaid.

Q. You are going to charge for it, I suppose? A. That is all I have on my book against him.

Q. You are going to charge for it? A. Yes, the same as you, or anybody else.

Q. He did not expect that he got it on account of the contract? A. No, sir.

Mr. Baldwin—He paid your bills as you rendered them? A. He paid the bills, as I said, with the exception of about half a ton of coal

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T. H. Wallis.

Called by the committee and sworn.

Mr. Hinkson—What is your name, residence, and occupation? Answer—T. H. Wallis; occupation, State Librarian; residence, Sacramento.

Q. Is that your official position? A. Yes.

Q. Do you know Secretary of State Thompson? A. Yes.

Q. Have you had any dealings with him during his administration in receiving supplies from his office? A. Yes.

Q. Just state, in your own way, what your relations with him have been? A. My relations with Mr. Thompson—I have had business with him every day in getting supplies of stationery and books. We use a great deal in the library, particularly in the Law Library.

Q. Have you ever ordered extras from him that were not on the schedule? A. Yes, sir; a great many times.

Q. Why did you order extras, instead of ordering articles on the schedule? A. In the first place, I spoke to the Trustees that they needed red tape, and they told me to go and get it at the Secretary of State's office. I told them, he says he will not let me have it.

Q. Why did you say that he would not let you have them? A. Not Mr. Thompson, but Mr. Tormey. So the Trustees consulted among themselves; so I went in several times and wanted red tape, and Mr. Tormey put me off several times; and then I went to Mr. Thompson, and he said he would try and accommodate me, and he got the red tape. We use a great many bands—four or five dozen—twelve dozen

a year—to tie briefs, and rubber bands thirty-three and thirty-one. The bands they had in the stationery room were of no use to us. We filed away the briefs in each case, and we do not tie them with a string. We wanted a narrow band, so that we could lay it down flat; and I made out six or seven demands for these bands thirty-three and thirty-one, and at last he got them for me; and these acme pads—something of that kind. I had to ask three or four times. I remember very distinctly one time I went with General Willey to get something, and General Willey says, "I will go in with you," and we both went in; and I remember very distinctly then talking through the little elevator, and Mr. Shattuck told Mr. Tormey if they had got to have them he would try and get them.

Q. Do you know whether it is usual for State officers to make requisitions for extras not on the schedule? A. I think that generally it is so all over the building.

Q. Have you been supplied with Arnold's writing fluid? A. Yes.

Q. What kind do you use? A. Pint bottles.

Q. Why do you use pint bottles instead of quart bottles? A. We used to use quart bottles, and they would take a cork out and the ink would spoil, and somebody would capsize it, and therefore I wanted pint bottles.

Q. Were any quart bottles ever delivered to your office? A. Yes, Mr. Tormey gave us quart bottles twice, and I took them back. We wanted pints.

Q. Have you any knowledge of the fact that Mr. Tormey, or any of the subordinates, have been in collusion with anybody furnishing stationery to the State? A. No, sir.

Mr. Baldwin—Do you know where he purchased the ink? A. I do not. There is another thing I wish to state, that I think the requisitions will show, that I sent in six or seven requisitions for red and blue pencils. They use them a great deal in there.

Q. Are they on the contract? A. No, sir.

Q. They are extras, are they not? A. Yes. Mr. Cravens used them before, and I have been compelled to use them—documentary envelopes—to file bills away; and I had a requisition standing for them for six months, until I had a row with the Janitor one day about them, and I got them.

Mr. Cox—In reference to the ink, it was a matter of economy to use the pints? A. Yes; especially in the library.

Q. And when you ordered pint bottles instead of quart bottles, that was the reason? A. Yes; when I went down town I would purchase pints every time, and in buying this stylographic ink, I purchased the small bottles instead of the large bottles. I buy that myself for my own private use.

James O'Meara.

Called by the committee and sworn.

Mr. Hinkson—State your name, age, and occupation? Answer—James O'Meara, sixty years of age, editor and journalist.

Q. Are you the present correspondent of the *Daily Alta California?* A. Yes.

Q. Is this your correspondence [showing Exhibit "K"]? A. Yes; I know it is.

Q. Do you know Mr. Thompson, Mr. O'Meara? A. Yes.

Q. How long have you known him? A. For ten or fifteen years; I have known him longer than that.

Q. Have you any facts in your knowledge that tend to establish Mr. Thompson as being guilty in any way of colluding with anybody for the purpose of defrauding the State? A. The actual facts I do not know, but all the concurrent facts I do know.

Q. State what you do know? A. I would rather that you would ask me questions. A great many facts I have seen since he has been in the Secretary of State's office, and I believe he is a corrupt man.

Q. On what do you base your opinion, Mr. O'Meara? A. Because of his actions in public life.

Q. Outside of his office? A. Inside and outside.

Q. I will ask you if your opinion is based, to any extent, upon an article that was written in a Sonoma newspaper, on November 11, 1882? A. Not at all. That was a mass of falsehoods, and he knew it when he wrote it [referring to Exhibit "L"].

Q. The publication of that article has nothing to do with your opinion? A. No, sir. He is corrupt, and a falsifier of me, and I do not like him.

Q. Has that anything to do with your opinion? A. Not at all.

Q. You think you could have a good opinion of a man who is opposed to you politically? A. I do it every day in the Legislature.

Q. Do you know anything about Mr. Thompson having been in collusion with anybody in the matter of ballot paper? A. I do not know, but I believe he has told Mr. Williar—I happen to know that this man came down to San José—he is a firm friend of Mr. Thompson, and when Mr. Thompson was bankrupt he put up money for him. And this man Carlisle is a Republican and a Democrat ought not to give a Republican a contract if he could avoid it.

Q. You state that Mr. Williar put up money for him; do you know that of your own personal knowledge? A. That is hearsay; but I think that it is pretty good authority. I have got such evidence of it—— A great many things I know that way, but I could not give the information.

Q. Just go on? A. Ask me questions.

Q. The question is, do you know of his being in collusion with anybody in connection with the sale of ballot paper? A. I think he was. I would like to say this—I would like the Secretary of State to bring in that paper. I want to see the specimens that were offered of the last ballot paper, and that which was ordered in 1882. By the way, that is not the paper at all. This paper has been rung in [Exhibits "B" and "C"].

Mr. Baldwin—He stated the other night that that piece was not the paper? A. I have bought thousands of reams of paper; that is not the paper.

Q. You state positively, that is not the paper? A. I do not believe it is; I swear that positively. They may have given that out to the counties. I did not see any of that in San Francisco; that was not the paper.

Q. You know that that was not the paper that was used in Sonoma County? A. No.

Q. Do not you know that other dealers counterfeited the paper all over the State? A. No; I do not know that. They might, perhaps. The ballot paper of 1878 and 1880 I used for editorial paper, because

I could write on it with a pen. When I got this paper last October I got an old lot, and I could not write on it with a pen. There was no polish on it, and I could not write on it with ink.

Q. Can you state, Mr. O'Meara, that the paper you saw in Sonoma County was not the paper that was furnished by the State? A. I do not know anything about that.

Q. All that you know is that this is not the same paper that you saw used? A. No.

Q. How do you know that this was not the paper furnished by the State? A. I am talking about ballot paper. You do not expect me to tell that the paper came from the office. It is not the paper that was used in San Francisco or Sonoma.

Q. Can you swear that the paper used in San Francisco and Sonoma was the paper that was furnished by the State? A. I am ready to positively swear that I do not believe that that was the paper that was used in San Francisco in 1878.

Q. Do you know whether the paper which you saw in San Francisco or Sonoma, was the paper that was furnished by the State? A. I do not know that. I am talking about the ballot paper—the paper upon which the ballots were printed. It was very fine polished paper, upon which I could write very readily.

Q. Then you have no knowledge that that was the paper furnished by the State? A. I saw the ballot paper; I saw it all over the State.

Q. It ought to be, but was it; I ask you that question. Was the same kind of paper used in 1882? A. It might have been used in this county. I am a judge of paper. This is a paper I never saw [referring to Exhibit "H"].

Q. You never saw that paper before? A. I can see it right off. This scratches and that does not, although I do not believe this is the paper; it has not got the polish; I know paper; I buy it all the time, and I am particular about the paper which I write on.

Q. Do you know of any other fact about ballot paper that would lead you to believe that Mr. Thompson was guilty of collusion or fraud? A. I am not pursuing Mr. Thompson.

Q. Do you know anything of his being in collusion with anybody for the purpose of defrauding the State? A. I have been told, on pretty good information, but I do not know it myself.

Q. State what you have been told? A. I do not think hearsay evidence is good.

Q. Here we have been dealing in hearsay evidence all right along? A. I do not propose to tell it.

Q. I ask that. What have you been told? A. I am perfectly willing to tell you. The reason I do not tell is because the gentleman is out of the State. He promised me he would be here, and he is not here.

Mr. Hinkson—We want to show these things up, and show that they are all mythical.

Mr. Baldwin—You put him on; he is your own witness. A. I wrote to Thompson that he had stated a lie in that, afterwards.

Mr. Hinkson—Who was your informant in regard to Mr. Thompson's collusion in regard to ballot paper? A. I did not say ballot paper. I said in the Secretary of State's office. This ink business; I think there is a big steal in this ink business, and I say so openly.

Mr. Hinkson—Who was your informant in regard to Mr. Thompson's collusion in regard to furnishing any supplies to the State? A.

I said corruption. That is a better term. It comes right out. The man is out of the State, and I cannot mention his name for that reason. Secretary of State Beck told me a year ago.

Q. What did he tell you? A. He told me about this opportunity for a steal.

Q. What did he state? A. That there is a big opportunity for a steal in pint bottles, and about ballot paper; and I believe there was a steal, for this reason: I could not see any reason for changing the ballot paper so quick. I heard that Mr. Thompson got this paper from this man. And why is the paper kept down there, where it is damaged? Have your committee go down and see how that paper stands.

Q. Did you conclude from what Mr. Beck told you, that he was engaged in stealing in the matter of the ink? A. Yes.

Q. Because you thought there was an opportunity, you thought he would take it? A. Yes—and the wood contract. I was told there was $600 in it.

Q. Tell what you know in regard to the wood, and the coal, and the gas contract? A. I have got information about that. There is a job in every bit of it.

Q. From whom did you derive it? A. I won't tell you.

Mr. Hinkson—I ask that the committee require the witness to answer that question? A. I have a right not to tell; I propose not to tell.

The Chairman—Answer the question; answer about the person? A. You cannot put me in the crib if I do not answer. I hold, Mr. Chairman, that inasmuch as you have not enforced this rule before, I am not the one for you to make the victim of.

Mr. Hinkson—We have no disposition to deal otherwise than fairly with the gentleman? A. I will not publish a false charge against Mr. Thompson, as much as I dislike him and despise him, but anything that is true I shall publish, and after this committee is over I shall publish it. I will not do anything that any honorable gentleman will not do, but Mr. Hinkson speaks about my coming here——

Mr. Hinkson—I infer, from what he has said, that he has drawn his information from some attaché in the Secretary of State's office? A. I did not say anything of the sort.

Mr. Hinkson—I said that I inferred that. He has been publishing damaging statements, and I pledge the honor of Mr. Thompson right here. We want to get that information, and it will not have any effect on the salary or position of any attaché. It throws a cloud on them, and they have a right to come before this committee and say whether they did so or not.

Mr. Maslin—We are willing that you should secretly impart the name of this informant to the committee? A. I will say that he is not in the employ of the Secretary of State's office.

Q. Your informant was not an attaché of the Secretary of State's office? A. Not at all. I will tell you that candidly.

Q. Then why did you think that it would impair his position? A. I do not know whether he is a contractor or an attaché—is a contractor an attaché? I cannot answer that question.

Q. You have stated, one of the reasons why you refused to give the name of the person who was your informant, was because you did not want to impair anybody's position by giving the name? A. I

will say this: I will tell Senators Baldwin, Cox, and Steele to-morrow this thing; I will not tell it now.

Q. If the committee will hold another meeting—— A. [Interrupting] I do not care about your meetings; I will see them on the floor of the Senate to-morrow. I expected a very thorough cross-examination, and I am ready for it now.

Q. Have you any other fact within your knowledge that leads you to believe that Mr. Thompson has been guilty of corruption or fraud? A. What other facts do I want?

Q. Please answer my question. Mr. Reporter, please read the question? [The reporter read the question.] A. Did I say fraud?

Q. I said fraud? A. What do you mean by that? I did not use the word fraud; I said corruption. I said he was a corrupt man, but I did not say fraud. I have no absolute knowledge about the matter, because I have not gone into the office to look over his books. I have no absolute knowledge at all about this. I formed my conclusions as I do about public men generally.

Q. Have you stated all that you know, or all the information which you have received, in regard to his being guilty of collusion or fraud? A. I object to both of these words. You make me say collusion and fraud. I did not say anything about collusion. Corruption is one thing, collusion is another, and fraud is an entirely different thing. I can go on and tire you out about him; that I have got facts to substantiate, but that is outside of the office of the Secretary of State.

Q. Have you any other facts? A. I know of a case of perjury that he was in, and he knows it too.

Mr. Thompson—You are a damned liar! A. I knew that you would say that, but Judge Temple will support me in it.

Q. Have you any information other than what you have stated that tends to establish that Mr. Thompson is guilty of corruption in office? A. I tell you I have not. I tell you what I believe.

Q. Upon what do you base that belief? A. If you want me to answer that, I believe about this ballot paper; I believe that there was corruption there. I believe with regard to the ink that there was corruption there. I believe with regard to the dusters that there was corruption there, and erasers—do you want any more?

Q. I want it all? A. I ought to have the testimony before me of the first witnesses—I do not recollect all this.

Q. In what did Mr. Thompson's corruption in the ink consist? A. I think that when you can buy a quart of ink for half the price that you can buy a pint, you ought to buy the quart.

Q. That was that contract made by the Board of Examiners? A. But Mr. Thompson had no right to receive it, he was the custodian for the State.

Q. Do you think that he had a right to ignore the Board of Examiners, and buy such articles as he thought proper? A. Yes, he seemed to.

Q. You believe these have been bought under the contract made by the State Board of Examiners; is that what you mean by corruption in office? A. Yes; any party when he could buy quarts cheaper than he could buy pints——

Q. [Interrupting.] Notwithstanding the Board of Examiners? A. I have been working for the State, and I always found that when the State was involved the custodians of the State always took care that

the State should receive the same articles which an honest man would.

Q. This ink, so far as you know, was of a good quality? A. It might have been, so far as I know. I know that they were pints. I asked Le Count, and Cunningham, Curtiss & Welch, and Payot, and some others, and they said that pints are a good deal cheaper than quarts. When I buy them I do not know why they are more costly when the State buys them.

MR. HINKSON—Any further testimony that Mr. O'Meara wants to give, if I have not asked any questions, I would like him to give it.

MR. O'MEARA—I have no further testimony.

An adjournment was here taken until to-morrow evening, at half-past seven o'clock.

The following is exhibit "K," an extract from the Sonoma *Democrat* of November 11, 1882:

WHO IS JAMES O'MEARA?

There are the best of reasons for asserting that much of the infamous stuff that has appeared in the *Republican*, of a personal nature, was written by James O'Meara, a person who, while pretending to be a Democrat, has played the role of an assassin, by publishing, under cover of various noms de plume, in the Republican papers of the county, and others in different parts of the State, falsehoods and slanders on the party and its candidates. Unpleasant as the task is, it is a duty due to the public that this man shall be stripped of his mask, and exposed. Who is James O'Meara? We first heard of this political marplot in California politics about twenty-seven years ago. He was then serving as chief flunky to Dr. Gwin, in his memorable campaign with Mr. Broderick. Among the early printers who came to this State from New York, where they had lived together, O'Meara was known as Dennis O'Meara, and the explanation they gave was that Dennis, being ashamed of his true Irish name, changed it to James, and has since been known as "Jimmy O'Meara."

This, so far as we know, was his first act of treason—treason to his race, and to paternal regard—but it was followed by many others, as the sequel will show.

Coming from the same State as the lamented Broderick, with whom he had been associated in New York, it was natural that his political efforts and influence should be given to the support of that remarkable man in this State; but treason cropped out again, and Broderick was deserted for a pro-slavery, chivalry Democrat of the most pronounced type.

Under Dr. Gwin's regime "Jimmy" figured in various political positions, though it is openly charged now by that gentleman's friends, that, within a few years, he made an attempt to blackmail the doctor, and, failing in this, a book was written by O'Meara, in which Broderick was exalted and Gwin belittled—another act of treason.

Under the patronage of Ben. Holliday, O'Meara figured in Oregon politics as the subservient tool of that notorious subsidy manipulator, and was guilty of treason to the Democracy and the people of that State. Finally, like Governor Woods, he stole away for the good of that community. In this connection, the following, copied from a private letter written by a citizen of Oregon, gives his general reputation thus:

"He is the worst in the deck, thoroughly devoid of principle, generally for sale, and not a Democrat by a long ways. He was, or originally pretended to be, a Democrat of ultra stripe; but has been on the down grade so long that he is ranked as worse than a political nondescript. Republicans having generally the most money to pay for such kind of vagabonds, he was in their employ for many years previous to his departure for the Golden State.

"While Ben Holliday was at his zenith in Oregon, O'Meara was his tool and editor of the *Bulletin*, Ben's railroad organ of Republican proclivities. When the magnate winked out here, nobody had any use for such a fellow as Jeems, and he 'folded his tent like the Arab, and silently stole away' to a larger field for his merchantable writings. His credit was not worth a cent, his reputation unsavory, and everybody was glad to see him depart. He had no influence here, and he ought not to have anywhere."

At another time he figured politically in Colorado, and there, too, it is said, he sold out the Democracy. For several years he was employed as a writer on the *Examiner*, and it is stated by one who knows, that his marplotting officiousness was instrumental in building up the opposition to that paper which caused honest Phil. Roach and his partners to sell it at a sacrifice, rather than encounter a powerful opposition.

Last year he came to Santa Rosa, and was employed by Mr. Ames as a writer on the *Demo-*

crat, in which capacity he proved a total failure and was soon retired—not, however, before having borrowed money from Mr. Thompson on two occasions, only one installment of which was ever refunded.

About the first of this year he commenced to plot with the Republicans to defeat the Democracy, and to write to papers throughout the State, and in this county particularly, under various noms de plume, such as "Democritus," "Southern Methodist," "Broderick Democrat," "An Irishman," etc.; and recently, since the retirement of Colonel Armstrong and Captain Morrill, has been doing the principal writing for the Santa Rosa *Republican*, and Healdsburg *Flag*. This may be denied; but to one familiar with his stereotyped style of writing, his earmarks have been plainly visible in the political columns of those and other Republican papers for months.

SACRAMENTO, March 3, 1885.

Meeting of the Special Committee of the Senate to investigate the office of Secretary of State.

THOMAS EAGAN.

Called by the committee and sworn.

MR. BALDWIN—What is your position in the Secretary of State's office? Answer—Bookkeeper.

Q. How long have you been in that position? A. I have been in that position till about—it will be two years next month, I should judge.

Q. Do you know Howard Russell Johnson? A. I do, sir.

Q. What position did he occupy in the Secretary of State's office, and for how long? A. He occupied the position for the greatest part of the time of general clerk.

Q. You heard his testimony last evening, did you? A. I did, sir.

Q. Did the conversations that he testified to last night as having occurred between him and yourself actually take place? A. Partially; not as he stated them.

Q. What was said in those conversations? A. I do not remember the conversations that took place between him and I. I believe it related to something regarding my salary. He intimated to me that I did not receive the salary I was supposed to be getting.

Q. What did you say? A. I allowed him to believe that I did not.

Q. You did not deny it? A. I did not deny, nor I did not assert that I did.

Q. As a matter of fact, do you receive full salary? A. I do.

Q. And have ever since you have been in there? A. Yes, I have, sir.

Q. Do you divide your salary with anybody? A. I do not, sir.

M. R. BEARD.

Called by the committee and sworn.

MR. HINKSON—How long have you been in the stationery business? A. Twelve years.

Q. Have you ever had any dealings with the State? A. Yes.

Q. Through Secretary Thompson? A. Yes.

Q. How much during his administration, in the aggregate? A. Perhaps $300 or $400.

Q. Do you deal in Arnold's writing fluid—pints and quarts? A. Yes.

Q. What is the market value of Arnold's writing fluid, in pints? A. Three dollars and a half. That is the market price to dealers.

Q. What do you sell it at? A. Four dollars and a half.

T. L. Thompson.

Recalled by the committee.

Mr. Baldwin—How long was Howard Russell Johnson in your employ? Answer—I think he was there about a year and a half.

Q. Under what circumstances did he quit your employ; was he discharged? A. He resigned.

Q Was there any personal difficulty between yourself and Howard Russell Johnson? A. No, sir.

Q. Is there any feeling existing between you? A. Not that I know of.

Q. I will ask you—you heard his testimony with reference to a letter he opened, addressed "Journalist;" can you explain anything about that letter? A. I do not recollect anything about that.

Q. You do not know what it referred to at all? A. I do not.

Q. Did you ever see the letter, Mr. Thompson? A. I do not remember ever seeing the letter; I do not remember the circumstance. He said the letter was addressed "Journalist;" it might have come there; a great many letters come there.

Q. Do you remember saying anything to him about not opening letters addressed "Journalist?' A. I do not, sir.

Q. Why did he resign. I will ask you that question, which has been suggested by Senator Cox? A. He was not an efficient clerk, and I advised his father to look after him.

Q. You heard his testimony in reference to the conversation he had with Mr. Williar at San José; do you remember making any promises to Mr. Williar? A. Nothing further than I might possibly have said in regard to that man, as I generally remember my friends. I put Mr. Johnson in my office of my own voluntary act. I told Governor Johnson I would.

Q. Were you under any obligation whatever except that you were a friend of his father? A. Personal friendship for Governor Johnson. I told him if I was elected I would give him a position; that is all.

Q. You made no promise what position he should have? A. No, sir; I did not know what the positions in the office were.

Mr. Hinkson—Is it not true that he was entirely incompetent? A. I thought he was.

Q. Did not you talk to his father about it? A. Yes, sir.

Q. And was it not agreed by his father that he should go out of your office? A. Yes.

Mr. Maslin—Did not you often remonstrate with Mr. Howard Johnson? A. Yes, sir.

Mr. Baldwin—It is intimated that some of these employés in your office did not receive their full salaries; how is that? A. They do, as far as I know.

Q. You pay them what the law allows them? A. Yes, sir.

Q. You pay it to them? A. Yes, sir; they get their warrants and draw it.

Q. They draw their own warrants? A. Yes.

Q. And there is no understanding that they shall pay their salary to any one else, or any portion of it? A. No, sir.

SENATOR COX—They do not get their money in any other way except by warrant? A. That is the only way.

MR. MASLIN—Did you ever make any conditions with them? A. Never.

Q. You never required any conditions from them? A. No, sir.

D. B. WOOLF.

Called by the committee and sworn.

MR. HINKSON—Have you made any examination of the Secretary of State's books, if so, just state with what result? A. I have.

Q. At whose request? A. At the request of the committee. I first went up stairs to the stationery room and looked over the books and papers there, and then went and got the original vouchers. I got them from the Controller's office, with strict instructions that they should not go out of my possession. I gave him my receipt for them, and they have not been out of my possession. I took them down to my room and went over them thoroughly—the original papers. The first bill is in February, 1883, but the articles were bought, some of them in December and some in January. Here is one bill for the Port Warden, dated December fourteenth. The goods were got in 1882. Here is another one, for the Supreme Court Reporter, sent to Smith, Los Angeles. I have examined all of them, and find them marked by the clerks up stairs where there were shortages and errors, and where they were sent to—all of them, nearly. Most of the bills I looked through have marks on them of overcharges, which have been deducted from the bills. In this bill, dated February 3, 1883, there is an overcharge of $56. That is deducted, according to the check made by the clerks up stairs. The marks are just as I found them on the bills. I found them all checked off, and they are just as they were given to me—so many short. For instance, here is a place showing where there is a shortage [showing]. Here is one, four dozen "perfect" mucilage, marked on the bill two dozen, and several little notes made by the person checking them off from the bills. I did not foot the amounts up, but I see the amount is at the bottom, $56. The next one is March 29, 1883. Here is a charge of ten reams of wrapping paper at $9 60, delivered March twentieth, marked by the clerk up stairs at $3 instead of $9 60; at the bottom of this bill: "Correct, with exception of wrapping paper. Carlisle & Co. charged $9 60; should have charged, per contract, only $3. McGuire, by Brown." That shows that the clerk up stairs looked after that portion of it. The next bill is dated March twelfth. It has one item marked, "four reams short—note paper;" another article marked, "two short," and then at the bottom of the bill: "Deducted from this bill, $6 17, as per marginal reference. McGuire, by Brown." In the footing up in the Secretary of State's office, I see the bill amounts to $902 56; overcharge in bill of the twenty-ninth of March, $66; overcharge in the bill of the twelfth, $6 17; total, $72 17; amount due Carlisle & Co., $830 30, instead of

$902 56, showing that that was deducted from the bill. The next voucher is dated July 13, 1883, but the bill itself is some time in the month of August—July 2, 1883. Some articles that are marked entirely out, which I could not read. It was scratched entirely off the bill. Marked out in a broad ink stroke, and I could not read it. The bill on the outside is marked "$935 35, less $69—$866"—no, excuse me, I have made a mistake, it was scratched out. Here is the other part of the bill, which is $781 85, less deduction of $69; bill due, $712 85; signed, "Correct, Thompson. Payable out of stationery, light, etc., fund." This voucher is dated July 26, 1883. The bill is July twenty-sixth. This is a bill that went to the Railroad Commissioners, and is marked by the Railroad Commissioners, "Correct," but I notice on this there is a ream of legal cap charged $6. It may have been a finer quality than the contract. The contract calls for $4. This went to the Railroad Commissioners, and has this indorsement: "I, W. R. Andrus, Secretary of the Board of Railroad Commissioners of the State of California, hereby certify that the above list of articles have been ordered by myself for this office, and that the same have been or are in use by the Board of Railroad Commissioners. Attest: W. R. Andrus, Secretary of the Board"—with the seal attached. In looking over this I find there are certain articles that are higher than the contract price, but there is no means of knowing that they are the quality according to contract, or finer. Here is a ream of legal cap, $6. The contract price was $4. Two knife erasers, $4. That should have been $2 25, according to contract, and one or two other little things. That is all I found on that bill. There is another bill here for the Clerk of the Supreme Court, marked: "Correct. J. W. McCarthy, by Williams, Deputy," in which are certain articles not on the contract. This was dated August 7, 1883, furnished to the Clerk of the Supreme Court.

Q. Where? A. It does not say that.

Q. When certified in that way they are purchased in San Francisco? A. Yes. There is another bill from the Bailiff and Secretary's office of the Supreme Court, indorsed "Received above articles. Thomas F. O'Connor and H. C. Finkler, August 17, 1883," in which I found a good many articles not in the contract. Six dozen pen holders, $1. I do not know what they are; I could not tell; but they are charged more than the contract price. They were received in San Francisco, and indorsement is on the back of it. The next voucher is September 20, 1883. There is an article on this bill of two tablets, $20, and marked $10 overcharge on tablets, and this much was deducted from the bill itself. This went to the Secretary of State's office. Now, I find another little bill of some things not on the contract, marked for Senator Nelson, $10. None of these things are on the contract at all. I understand that Senator Nelson did not get the amount of stationery he was entitled to, and got an order on the contractor in San Francisco for some things he wanted. That is the way that was done. Here is a letter attached to this bill to Carlisle & Co., dated "Sacramento, August 14, 1883. Messrs. A. Carlisle & Co.—Dear Sirs: Agreeably to the requisition of the Supreme Court of August eleventh, you are hereby authorized to supply one 10x12 foreign copy book, one 10x12 rubber copying sheet, one 7½ inch copying sponge. The requisition should have been signed by the Clerk of the Supreme Court, who will be here. Truly, E. Shattuck, Deputy Secre-

tary of State." This voucher is dated October 2, 1883. There is one item on this bill of October 4, 1883—five reams of cigarette paper, ruled, at $4 a ream. The contract price is $1 50 unruled; so the extra is for the ruling. Some mention was made of that paper. The contract is for unruled paper. That is all I found on this except some things that are not on the contract, which are on all these bills. I will explain that hereafter. This voucher is March 20, 1884. In this bill there are deductions made. The bill was made out $1,371 50, and was allowed at $1,283. There was a discount made on shears—some $56 off the shears alone. I notice that in one instance, on envelope paper, $7 50. The original charge is $40, and reduced to $7 50—from $8 a ream to $1 50 a ream.

Q. Those deductions made there reduced the prices to the schedule price? A. Yes, sir; that reduces them to the schedule price. But I will state that afterwards in one of the bills it shows that part of what was deducted from this bill was reallowed.

Q. By the Board? A. By the Board—not the whole of it, but I think it is $39. I have a simple memorandum of that. Of course this examination, the gentlemen of the committee will understand, has not been thorough; I had not sufficient time; it has just been looking over them as well as I could. This voucher is dated April 11, 1884. This voucher is dated June 30, 1884. There is an overcharge on this bill, there are two gross of Perry pens and postage, $2 25. I do not see the deductions anywhere on that bill, but Perry pens, according to contract, are thirty cents a gross. The bill should be sixty cents. Then on the same bill I find—the bill of June 23, 1884—twelve and one half reams Acme legal paper charged at $2 a ream. The goods were returned to the house, and the amount was deducted from the bill. This voucher is August 9, 1884. On the bill of July 28, 1884, there are twenty gross 1834 pens, at ninety cents, $18, marked "returned," and the whole $18 deducted from the bill. These are all the vouchers I looked over. I will also state that I went into the Governor's office and examined the books of the Board of Examiners from December, 1877, the time the first contract was made under the law that they should give out stationery by contract. The first contract was let to A. L. Bancroft & Co. Four bidders at that time, and A. L. Bancroft & Co. being the lowest received it for $8,632 79. The next contract was let in 1879, November first, H. S. Crocker & Co., five bidders. The total amount of the bid, $8,125 85. In December, 1880, there were five bidders. A. L. Bancroft & Co. received the contract, being the lowest bidder at $8,602 36. The next was November, 1882, A. Carlisle & Co. being the lowest bidder, four bidders, $7,418 60. The next November, 1884, Carlisle & Co., four bidders, the lowest bid $6,964 30. The amount of the goods was just the same quantity and quality as the other bidders, the only difference being in the first bid. It reads, "Owen's paper or other paper equally as good." That is the only change I notice in the bid. I will state also that I examined particularly into the ink account—the amount of ink that was ordered—and I found that on the old contract that Mr. Thompson had only ordered twenty-five and three fourths dozen of ink, at $3 75, amounting to $96 57. That is all that was ordered under the old contract by Mr. Thompson.

Q. Do I understand, Mr. Woolf, that that is all the State has been defrauded of in regard to quarts and pints? A. Yes.

Q. Ninety-six dollars was the total amount bought? A. Yes; but

there was some ink ordered, amounting to $46 25, in December, 1882, under this same contract, so that the total amount of ink was $142 82. thirty-eight and one half dozen; but part of this was ordered by Mr. Burns, Mr. Thompson ordering $96 57 worth.

Mr. Cox—There have been two sessions of the Legislature since that? A. Yes; I got this from the books in the Secretary of State's office. The appropriation has always been the same amount. Mr. Beck used, in 1877 and 1878, $35,524 05, in one session of the Legislature. Messrs. Beck and Burns, in 1879 and 1880, used $39,595 97 in one session of the Legislature. Mr. Burns, in 1881 and 1882, used $31,736 68, with one regular session and one extra session. Mr. Thompson, in 1883 and 1884, used $22,024 14 with one regular and one extra session. Mr. Thompson, out of his appropriation, had $2,016 15 left in the fund that he did not use in 1883. In 1878 Mr. Beck had left $1,146 20, but the prior year he had a deficiency of $11,670 25. In 1979 there was a deficiency, $2,996 08. In 1880 a deficiency of $11,-499 89. In 1881 there was an amount unexpended of $1 60. That is all of that matter. Besides that, Mr. Chairman, I copied from the books in the Governor's office the bids on each item from 1877 of the successful bidder to the present time. It is a copy of the different bids from 1877 to 1884, of the successful bids itemized, and I have marked it "Exhibit M." I will state, Mr. Chairman, that I find in looking over these bills—all of these vouchers that I have just enumerated—that there are nearly $4,000 worth of goods that were ordered that were not on the contract.

Q. Can you tell, Mr. Woolf, from the books, or do you know of your own personal knowledge, by whom those extras were ordered? A. The total amount of the vouchers is $8,266 12, and the amount not on the contract as I enumerated them; there are some bills I have not seen—amounts to $3,793 10. That leaves out something I found in the other office that I could not tell whether it was on the contract or not. I examined the books and receipts upstairs and I found that these goods went to all the offices—to the Controller, and the Governor, and every officer of State ordered these things.

Q. You mean the extras? A. Yes, sir; the extras.

Mr. Cox—In those bills that you found in the Secretary of State's office, you found that they had all been compared with the contract? A. They had been checked, I suppose. There were check marks there.

Q. Examine that instrument and tell what it is? A. This is a paper that was shown me, made out by somebody in the Secretary of State's office, in regard to the ballot paper contract.

Q. What does it show? A. It shows the number of reams purchased and the amount paid for the paper.

Q. By whom? A. The amount paid into the State Treasury.

Q. By whom? A. Drury Melone, Thomas Beck, Mr. Burns, and Mr. Thompson.

Q. I will ask you in reference to those bills—you found them all checked? A. Yes, sir.

Q. You found there were discrepancies between the bills and the contract and that deductions were made and allowed? A. On one of those bills the deductions were made, and part of the deduction was reallowed.

Q. But in other cases you found the deduction had all been made? A. Yes. These bills have been approved by the Governor and the

Treasurer. Here is one approved by the Secretary of State and the Attorney-General; the Governor's indorsement is not on it. Here is one by the Governor and Treasurer. This is by the Governor and Treasurer, and some of these are by the Governor and Attorney-General, and the Governor and Secretary of State, and Governor and Treasurer.

A. E. Shattuck.

Recalled by the committee.

Mr. Hinkson—Did you hear Mr. Johnson's testimony, last evening, with reference to some ballot paper being shipped from the Capitol? Answer—Yes; I do not recollect any conversation I had with him.

Q. Why is that paper kept in the basement? A. We found it there. It has never been up here. It was left over by different administrations, I suppose, and is the accumulation of twelve years, or perhaps more.

Q. What is the condition of it? A. Damaged paper and faded paper.

Q. You testified that it was worthless for ballots? A. Yes.

An adjournment was here taken until ten o'clock to-morrow morning.

REPORT

OF THE

SENATE SPECIAL COMMITTEE

TO INVESTIGATE THE

Alleged Defalcations in the Office of the State Treasury

UNDER THE

ADMINISTRATION OF W. A. JANUARY,

IN CONNECTION WITH THE EMBEZZLEMENT OF EITHER STATE OR COUNTY FUNDS.

SACRAMENTO:
STATE OFFICE.....JAMES J. AYERS, SUPT. STATE PRINTING.
1885.

REPORT.

CALIFORNIA LEGISLATURE—SENATE—TWENTY-SIXTH SESSION.

SENATE CHAMBER,
Wednesday, February 11, 1885.

RESOLUTION—(OUT OF ORDER).

By Mr. Wallis:

Resolved, That a special committee, to consist of five members of the Senate, to be selected by the President of the Senate, be and is hereby appointed to inquire into the defalcations in the State Treasury, occurring under the late State Treasurer, and to report to this body the full investigation of all matters and things connected with the embezzlement of either State or county funds, said committee to have full power to send for persons and papers.

On motion of Mr. Wallis, the resolution was adopted.

SENATE CHAMBER,
Thursday, February 12, 1885.

The President announced the following committee:

Committee to investigate the Treasurer's office—Messrs. Wallis, Chairman; Del Valle, Foster, Kellogg, and Chandler.

REPORT OF SPECIAL COMMITTEE TO INVESTIGATE THE STATE TREASURER'S OFFICE.

SENATE CHAMBER, SACRAMENTO,
February 27, 1885.

MR. PRESIDENT: Your committee appointed to investigate and inquire into the defalcations in the office of the late State Treasurer, and to report upon all matters connected therewith, respectfully submit the following report:

A number of witnesses have been examined and documentary evidence submitted. As the result of which investigation the committee have arrived at the following conclusions:

That W. A. January took possession of the office of State Treasurer in January, 1883, and that Arthur D. January, his son, was duly appointed Deputy Treasurer; that for more than a year prior to the thirteenth day of November, 1884, the day of his arrest, Deputy Treasurer A. D. January was known to be indulging in gambling, and losing large sums of money at gambling games; that these facts were brought to the attention of his father, the State Treasurer, by

certain prominent citizens of Sacramento, in the latter part of April, 1884, which, as they testify, was done as a friendly act. It was also brought to the attention of the State Controller by ex-Treasurer Weil about a year ago, that there was liable to be a defalcation in the State Treasurer's office at any time, on account of the manner in which the special deposits were kept, and that A. D. January, the Deputy Treasurer, was in the habit of gambling, and that the County Treasurers had not sufficient protection for their deposits. It appears from the testimony that the system of keeping special deposits in the State Treasury had been in existence for over twenty-five years, although no stub receipt books were produced dated anterior to 1876; that the deposit receipts were signed by the State Treasurer, or his deputy as State Treasurer; that they were printed at the expense of the State by the Superintendent of State Printing; that some of the county Boards of Supervisors were in the habit of counting the receipts as cash in auditing the accounts of the County Treasurer; that most of the County Treasurers considered the State was responsible for the moneys deposited under this system; that in making their settlements with the State Treasurer, if any balance was coming to the County Treasurers which they wished to deposit, no money was paid to them over the counter, but the balance so deposited was segregated by the State Treasurer, or his deputy, without the knowledge of the County Treasurer making the deposits; that the moneys so deposited were all in gold coin, with the exception of a sufficient amount of silver to make change; that the deposit of each County Treasurer was not kept in a separate sack with a tag showing the county to which the money belonged, but all the deposits were in one fund; that the receipts given by the State Treasurer for said deposits were of such a form that they were calculated to deceive depositors into the belief that they were State documents, and had all the characteristics of such documents; that the said deposit receipts had always been received by the State Treasurer in making settlements with the County Treasurers.

It appears, from the testimony, that the character of the money lost in gambling by A. D. January, late Duputy Treasurer, was currency and gold notes of large denominations—$50 to $1,000.

From the evidence, the committee have arrived at the conclusion that Arthur D. January abstracted the money mostly in legal tender and gold notes from the funds of the State; and that afterwards he transferred the amount abstracted from the Special Deposit Fund to the General Fund, so that the proper amount would be on hand in the General Fund. Had the Board of Examiners made their official count on the day of the abstraction of the funds, it is the conclusion of the committee that the General Fund would have been found deficient.

The amounts deposited by the County Treasurers are as follows:

John Scott, Sierra County	$1,825 48
H. S. Turner, Humboldt County	10,568 95
John D. Skinner, El Dorado County	2,100 00
U. Yndart, Santa Barbara County	6,489 32
Z. B. Tinkum, Mono County	996 93
James Fowzer, Mendocino County	17,054 00
U. Hartnell, Monterey County	1,899 56
Wm. Jorres, San Diego County	3,769 92
R. B. Hathaway, Contra Costa County	9,000 00
John Cronkite, Alpine County	48 59

The sum of $14,210 50 was found to be on hand in the special deposit fund in the State Treasurer's office, after the arrest of A. D. January in November, 1884, by the State Board of Examiners, showing a deficit of $39,542 25.

By an order of the Superior Court of the City and County of Sacramento, the Hon. Fred. Cox was appointed Receiver of this amount of money on hand in what was called a special fund in the State Treasury, and now has the same in his keeping; and the Committee is unadvised as to the equitable distribution of that fund. The full amount of State funds (less special deposits) as called for by the books of the Controller and State Treasurer, on hand at the time Mr. D. J. Oullahan was appointed and took charge of the office of State Treasurer, was $1,164,306 57; deficit, twenty cents.

That at the time Mr. Weil was succeeded by W. A. January he turned over to his successor the sum of $137,000 in special deposits, and took a receipt of the same, under the signature and official seal of the incoming Treasurer, and the whole amount so transferred was in coin; that the books show nearly every County Treasurer in the State has made special deposits with the State Treasurer; and at times the amount on hand in the Treasury has been very large.

FINAL.

That it is the opinion of your committee that each of the County Treasurers above mentioned who have lost by said defalcation in said office have a just and equitable claim against the State, and should be reimbursed, or the receipts for such special deposits received in settlement by the State Treasurer.

Your committee are aware of the provisions of Section 453 of the Political Code; but, as was stated in evidence, the law has been, so far as its practical operation is concerned, a "dead letter;" but presume that the recent occurrences will cause it to be hereafter regarded as a "live enactment."

WALLIS, Chairman,
A. L. CHANDLER,
R. F. DEL VALLE,
W. W. KELLOGG,
C. F. FOSTER,
Committee.

JAMES GALLOWAY, Clerk.

The committee respectfully request that this report, and the testimony taken before the committee, be printed and laid on the desks of the members.

STATE OF CALIFORNIA, TREASURY DEPARTMENT,
SACRAMENTO, February 18, 1885.

Hon. H. W. WALLIS, *Chairman Senate Committee, Senate Chamber:*

SIR: I have the honor to acknowledge receipt of your communication of this date, informing me that you, as Chairman, conjointly with Senators Chandler, Del Valle, Kellogg, and Foster, have been appointed by the honorable Senate of the State of California, now in session, a committee to inquire into and report upon the defalcations

and embezzlements under the late State Treasurer of either State or county funds, and asking me to give a statement in writing of all the information I possess relative to the charge of embezzlement against the late Treasurer, or his Deputy, and a full statement of the accounts and cash on hand in said State Treasury when I assumed charge of the same and the duties of State Treasurer, together with any suggestions relative to the matter you propose to inquire into. In reply, I beg respectfully to state that I was commissioned and assumed the duties of "State Treasurer" on the twenty-sixth day of December, 1884. On that day all the money in the vault of the State Treasury was counted, amounting in coin and currency to the sum of $965,035 94, and in addition State bonds, School Fund bonds, county bonds, United States bonds, mortgages, notes, deeds of trust, were counted and checked, all amounting to the sum of $3,015,560; making a total then in the vault of $4,980,595 94, corresponding with the books of the State Controller as the amount that should be there, and for which I gave my receipt to the outgoing State Treasurer—William A. January, Esq.

As to the matter of defalcation or embezzlement referred to, I know nothing, further than that at the latter end of last month, when the several counties of the State were making their settlements with this office, nine County Treasurers, from nine different counties, namely: Sierra, El Dorado, Santa Barbara, Mono, Mendocino, Monterey, San Diego, Contra Costa, and Alpine, presented as cash in part payment of the amounts due by them to the State receipts on printed forms issued from this office during the year 1884, and signed by Wm. A. January, State Treasurer, per Arthur D. January, Deputy, for the gross sum of $43,183 80. As there was no fund in the State Treasury vault, and no record of any such anywhere in the Controller's office to correspond to this sum of money, I refused to accept such receipts, or acknowledge them in any manner. All of these counties, excepting San Diego and Contra Costa, have since settled with the State in full in coin. There is still another of these receipts for the sum of $17,054 held by the County Treasurer of Mendocino County, but as this county does not settle with the State until April next, it has not yet been presented.

In response to your invitation to make any suggestion that may occur to me in relation to this office, I beg to submit that in my opinion the State Treasury vault ought always be at the service of County Treasurers, when for convenience, better safety, or any other reason they desire to use it to deposit money destined ultimately to reach it through, at present, a channel that can only be used at stated or fixed periods of the year, and that the receipt of the State Treasurer for sums of money so received should be as binding on the State as any other form now issued at stated periods of the year through the Controller's office. The counties form an integral portion or portions of the State, and it seems to me they ought to have the privilege of using the repository of the State for holding securely its funds, without any risk, uncertainty, or loss arising from defalcations, embezzlements, or dishonesty of any individuals.

Submitting the foregoing, and hoping I have answered your questions with as much detail as you desire,

I am, very respectfully, yours,

D. J. OULLAHAN,
State Treasurer.

State of California, Controller's Department,
Sacramento, February 18, 1885.

Hon. H. W. Wallis, *Chairman Special Committee, etc.:*

Sir: Your communication of this date, calling upon me for information in relation to the abstraction of certain moneys said to have been placed on deposit with the late State Treasurer, William A. January, is before me, and in reply thereto, I respectfully return the following answers to your questions:

First—The stubs of the books kept by the late State Treasurer show that the following named County Treasurers had, on the thirteenth day of November, 1884, on the deposit in State Treasury the amounts set opposite their names, respectively, to wit: John Scott, Sierra County, $1,825 48; H. S. Turner, Humboldt, $10,568 95; John D. Skinner, El Dorado, $2,100; U. Yndart, Santa Barbara, $6,489 32; Z. B. Tinkum, Mono, $996 93; James Fowzer, Mendocino, $17,054; U. Hartnell, Monterey, $1,899 56; William Jorres, San Diego, $3,769 92; R. B. Hathaway, Contra Costa, $9,000; John Cronkite, Alpine, $48 59.

Second—On this point I can give no information, except such as is disclosed by the stub book above referred to.

Third—I have no knowledge of the method or manner by which the money was abstracted.

Fourth—The only information I have on this point is from the statement of the late Deputy Treasurer, that the money was taken from the deposits made by the County Treasurers.

Fifth—I have no information on this point.

In answer to the general queries contained in your communication, I have to say that as payments into the State Treasury can be made only upon an order issued by the Controller, pursuant to the provisions of Sections 433 and 453, Political Code, and as the amounts deposited by the County Treasurers were so deposited in contravention of said sections, this office necessarily had no knowledge, nor could it have, of any moneys received by the State Treasurer, other than such sums as were received under the authority of the above sections.

At the date of the retirement of William A. January from the office of State Treasurer, and the assumption of the duties of that office by D. J. Oullahan, all securities and moneys called for by the books of this office were found intact. It might be well to state here that some time in December, 1883, the Sheriff of Solano County, acting under an order of the Superior Court, forwarded to Mr. January the sum of $461 10, and some jewelry, being the proceeds of an estate escheated to the State. Mr. January receipted for the money, but refused to accept the jewelry, and wrote to the Sheriff directing him to dispose of the jewelry by sale, and remit the proceeds, when the whole amount would be received into the treasury upon the order of the Controller, and a discharge from liability issued. This office was never called upon to issue an order to receive this money, and the first intimation of the transaction was received some time in December last by the discovery of an unsealed envelope in the Treasurer's vault containing $110, and a letter of the Sheriff, written at the time of forwarding the money and jewelry. I have consulted

the Attorney-General in relation to this matter, and expect steps will be soon taken to fix the responsibility for the loss of this money, and to recover the same to the State.

I shall be ready at all times to answer any further question, or to appear before your committee.

Respectfully,

JOHN P. DUNN, Controller.

Copy of deposit receipt given by the late State Treasurer:

No. ——. OFFICE OF STATE TREASURER, SACRAMENTO, CAL., ———, 188—.

Received of —— ——, County Treasurer of ——— County, the sum of ——$\frac{}{100}$ dollars, as a special deposit to be applied on his next settlement with the State Controller in ——.

—— ——, State Treasurer.

$——. Per —— ——, Clerk.

SACRAMENTO, February 20, 1885.

In the Senate Committee to investigate the office of the State Treasurer.

The committee met at nine o'clock A. M., in Room 13, Capitol building.

FELIX TRACY.

Called by the committee and sworn.

MR. WALLIS—Where do you reside? Answer—Sacramento.

Q. What is your occupation? A. Agent for Wells, Fargo & Co.'s Express.

Q. Have you, at any time, been employed by the County Treasurers to make settlements with the late State Treasurer, W. A. January? A. Yes, sir.

Q. What County Treasurers did you act for in that capacity? A. Siskiyou, Shasta, Trinity, Mendocino, Kern, Inyo, Stanislaus, and some other counties, I believe.

Q. See if you have made settlements with all those counties [handing paper to witness]? A. I made the settlements for Mendocino, and I have made settlements for Santa Barbara, but whether I made that or not I cannot recollect.

Q. When such settlements were made, how were they made—in what kind of money? A. The settlements for Mendocino they did not pay any money in at all; they paid in once—one warrant to the Controller, of school money, $23,000, and a few small amounts in addition; and the only coin that passed they drew $26 from the State to pay the rent of the Land Office. The Treasurer paid me that money.

Q. Did they ever send any Controller's warrants for settlement? A. This was all in Controller's warrants.

Q. On the School Fund? A. One was for $23,000 on the School Fund.

Q. When there was a balance in favor of the County Treasurer, you acting for him, what was done with the balance? A. We took a

eceipt, to be applied on the next settlement, signed by the State 'reasurer, January.

Q. Was it called a "special deposit receipt?" A. I think that is hat he called it.

Q. Please state, Mr. Tracy, fully, the manner of all these settlenents which were made by you on behalf of County Treasurers? A. The County Treasurer sends me the report made by the Auditor or the receipt of Land Office moneys received for land; that has to be pproved by the Register of the Land Office, and taken to the Conroller; and if it is correct, he makes a statement to the Treasurer hat the County Treasurer owes so much money, and I take that statenent of the County Treasurer and go to the Controller and get a lischarge, and a duplicate report for the Auditor, that the amount is paid in, and how much for commissions, and how much for mileage.

Q. Did you, at any time, prior to the discovery of the defalcations n the State Treasurer's office, have any suspicion of there being anyhing wrong in that department, by reason of any business connecion you had with the County Treasurers? A. No, sir; I thought young January was the most competent man in the office to do business with; I preferred to do business with him.

Q. You never had your attention called to this Deputy—young January—spending a great deal of money that he could not have by reason of his salary? A. I never heard of it.

Mr. Kellogg—In making your settlement with the Treasurer of Mendocino County, and the other counties, during Mr. January's term of office, how much money did you ever leave on deposit, outside of warrants, can you tell? A. No, I cannot. Several thousands, though, at times.

Q. In the settlements of Mendocino County where there was $23,000 left, was it a special deposit? A. There was over $17,000 left—school warrants for that.

Q. Was any of that in coin paid over by you? A. Not a dollar.

Q. Gold notes or greenbacks? A. No, it was all in warrants.

Q. Did your receipt specify that it was warrants, or just the common receipt? A. Just so much money to be applied on the next settlement.

Mr. Wallis—As a special deposit? A. As a special deposit.

Q. Mr. Tracy, I want to ask you, in receiving any money on special deposit, is it usual to put their special deposits—or is it legal—to put them in the General Fund and let them remain there?

Mr. Kellogg—It is not the desire of this committee to ask whether that is legal or not. That is a matter of opinion.

Mr. Wallis—What is the custom in regard to special deposits? A. When I was agent of Wells, Fargo & Co., it was their custom, in their bank, to take a special deposit and seal it up, and put it to one side, and not use it.

Q. And when it was paid out it was paid in the same character of coin, and the identical coin, or whatever it might contain? A. Yes.

Mr. Kellogg—What date was it you made this last settlement for Mendocino County? A. On looking at the books I find it was June seventeenth.

Q. Eighteen hundred and eighty-four? A. Eighteen hundred and eighty-four.

Q. Do you know whether or not the warrants you left on deposit in June with the State Treasurer were afterwards received by the State

Treasurer from the Treasurer of Mendocino County on his settlement? A. Whether the State Treasurer received the warrants?

Q. Yes. A. No, sir. I made the settlement afterwards with the Treasurer of Mendocino County, and paid it all in coin. He would not accept any of the balance.

Q. That is, any of the special deposit on hand? A. Yes.

Q. You do not know what became of the warrants that you deposited then with the State Treasurer for the County Treasurer of Mendocino County? A. No, sir.

Q. But you do know that they were not received at the next settlement? A. Yes.

Mr. Wallis—He refused to receive them? A. That I have only by hearsay, but I made the settlement myself, and paid him all in coin. That I know of my own knowledge. I think I was with him when he refused to receive it. I understand the next settlement was made with the present Treasurer.

Mr. Kellogg—Do you know anything of the management of the State Treasurer's office in regard to the receipts, or keeping of special deposits? A. No, sir; not under Mr. January. I know something about the receipts, but nothing about the way of keeping money. I have seen the stub of the receipt book, and have had the receipts in my hand.

Q. Do you know whether they were placed in a separate sack, or separate department? A. No, sir.

Q. When you made settlements for any of the other counties, did you leave on deposit warrants to be applied at the next settlement with the County Treasurer? A. I think not.

Q. The other money was all in coin? A. I do not think I made any settlement with any other Treasurer who lost by this defalcation. Here is a memorandum. Treasurers frequently send money by express to the State Treasurer, and then come themselves and make their own settlements. Suppose they send $20,000 to-day, and I deliver it and take a receipt, why the Treasurer comes to-morrow and makes the settlement. That is all the receipt that is taken in these cases. They may come the same day. It would cost the Treasurer of Mendocino $3 50 a thousand to have sent the $17,000 back by express, and probably that was one reason for leaving it.

Q. It has been the custom of Wells, Fargo & Co. and other banks to make these settlements for the County Treasurers? A. Yes, sir; I made them in 1868, and the agent who was before me made them, and when I was County Treasurer of Shasta County I used to make my settlements through Wells, Fargo & Co.

Mr. Chandler—Those certificates have been in vogue ever since, have they? A. Yes.

Q. Always recognized by the County Treasurers as so much coin? A. So I have been informed.

Q. You have been a County Treasurer? A. Yes; but I never deposited any myself in the State Treasury.

Mr. Kellogg—They have always been recognized up to this time by the State Treasurer in making settlements? A. Yes; I have paid those receipts in frequently in making settlements, for Mendocino County especially.

Mr. Chandler—These receipts are not a private receipt of the State Treasurer; they are printed by the State, at the State's

xpense? A. My recollection is they are signed by him as State Treasurer.

Q. He has that blank book the same as any other official? A. Yes.

Q. Do you recognize this as one of the character of certificates hat you received when you made settlements? A. Yes; sir, that s taken out of the book [examining document presented to him].

FRANK MILLER.

Called by the committee and sworn.

MR. WALLIS—Where do you reside, Mr. Miller? Answer—In Sacramento.

Q. What is your occupation? A. Cashier of the National Bank of D. O. Mills & Co.

Q. Have you, at any time, been employed by the County Treasurers to make settlements for them with the late State Treasurer, W. A. January? A. Yes, sir; frequently.

Q. Will you please go on and make a statement of all the matters and things connected with such settlements, as far as you know? A. We have settled for various of the counties named in this list of defaulting amounts, but I cannot say just now that we settled so recently, that I have any direct knowledge of any of these amounts being settlements. We settled a year or a year and a half ago.

Q. Nothing since then? A. Nothing that involves these amounts in dispute. I have knowledge of a settlement with Mono County that was made last Summer by Mr. Tinkum, County Treasurer of that county, and I know from his letters that he had made others in this way. He had a voucher issued by the State Superintendent of Schools for an amount greater than that he wished to pay in, and he sent that voucher down to Mr. January, and indorsed it over to him, and requested him to complete the settlement for him. Then Mr. January must have gone into the Controller's office and exhibited that voucher and indorsed it himself, and obtained from the Controller a permit to pay in so much money, and signed a receipt for the amount, and then made out this special deposit receipt, which he made to Mr. Tinkum. So in that case no coin passed from Mr. Tinkum; in fact, he was not present, and nobody got the warrant except the State Treasurer.

Q. Have you made, within the time of a year past, any settlements? A. Not with a Treasurer on that list of defaulting amounts, I think. There may be an error, but that is my impression.

Q. You never presented any warrants for settlement for County Treasurers, then? A. I have, frequently.

Q. Under Mr. January's administration? A. I do not recollect whether we have or not. We undoubtedly have. We have settled for a number of counties, and frequently the Treasurers would send us warrants instead of coin.

Q. In making settlements did you receive certificates of this kind filled up? [Showing.] A. We have done that at the request of the County Treasurers. And, after the defalcation, Mr. Tinkum wrote me and inclosed a receipt like that for $900, and asked me to act for him fully in the matter, and I placed the matter in the hands of an

attorney; and he sent down the money for his last settlement to be paid in January, and we procured a Notary Public and sent him up to the State Capitol, and got from the Controller a permit to make the January settlement for Mono County, and handed that permit in there and the coin, and on the back of that permit he indorsed a statement alleging that this represented money in the treasury, not in Mr. January's hands, but actually in the treasury, on the ground that the warrants last June were obtained from the Controller, and indorsed by him, and that the proceeds must be in the treasury, and that any money set aside by Mr. January was illegal. They were just as illegal as receiving coin in the county treasury on special deposit, making the point that the money was in the treasury continuously.

Q. That was for Mono County? A. Yes.

Q. Do I understand that he indorsed on one of these certificates that the money was in the treasury? A. No, it was on the permit for the last settlement, in January, 1885. In order to make the tender to pay in moneys we first go to the State Controller, and he takes a large sheet of paper, which is about like this: "The Treasurer of State will receive moneys from certain funds from County Treasurer," and signed by him. The Notary Public took that permit and tendered him these and the receipt, and he indorsed on it he had made the tender, and alleged the money represented in the receipt was and always had been in the State Treasury—not that it had never been removed from the State Treasury. I had no special knowledge of San Diego, except that he did make a tender, and still holds the money he tendered and the Treasurer's receipt, but he holds that money in State warrants. In other words, he has in his hands a special deposit receipt, and the other papers are State warrants, taking the ground that all of that money that is due by him is actually in the treasury. He holds papers showing that fact As regards Santa Barbara, I do not know whether we had anything to do with that matter last year or not. I have forgotten now, but they sent to me a special deposit receipt, signed by young January, and requested me to make the payment for January, 1885. They sent up coin and some State warrants, and sent up an order for me to obtain from the State Controller a warrant for railroad tax money. They wrote that that warrant would amount to about $3,000. I sent a clerk up to the State Controller's office, and told him to get the railroad tax warrant, and add that to the warrant he had in his hand, and make the settlement for Santa Barbara County in 1885. The clerk came back and said that the railroad money was only $526, and he had not enough money to pay up the deficiency, so I gave him the money, and he paid it all in, and brought back a discharge, and I adjusted the matter by drawing on the Treasurer of Santa Barbara County for $2,500. The Treasurer was surprised he did not get more railroad money. I said I knew nothing about it. Two or three weeks after that it appears that the Controller's office discovered a mistake. The warrant was for Butte County, and not for Santa Barbara County. On proceeding to the State Capitol, and looking into the matter, I found they had given our clerk the warrant for Butte County, by mistake, and issued afterwards a similar warrant to the Treasurer of Butte County, and we settled, of course, by issuing the regular warrant to Santa Barbara County. We made a memorandum

f the fact that the warrant was given to us by mistake, and that the matter was adjusted.

Mr. Kellogg—You know nothing of your own knowledge of the manner of keeping the accounts of special deposit in the State Treasrer's office? A. The custom has been a very long established one, nd there has been a variation of it in this way: With the previous 'reasurers, as a matter of convenience, we have generally taken up 50,000 or $70,000 and left it with the State Treasurer to be used in naking payments to the State Treasurer, not only for ourselves, but County Treasurers would come and say: "We have got a check on ou for $20,000," and we would say: "The coin is already there. We an certify your check and take it up, and the State Treasurer will ake that $20,000 out of our money." For those temporary deposits ve made we would never get that receipt. We got a memorandum eceipt. So that previous Treasurers would really keep two books—ne of memorandum receipts, which were made with us, and the ther this book of formal receipts.

Mr. Wallis—One for business done through banks and the other hrough Treasurers? A. Yes. Our receipt was less official than this f course. Since Mr. January's time we never made any deposits of hat kind—or rather during Mr. January's time.

Q. In regard to special deposits—what is the custom in regard to them? A. I am not very well informed in regard to that. My own position is under the United States laws, which of course do not apply in this matter, but I have an idea that the private banks in California, or State banks here, could not of themselves take money out of our own funds and make it a special deposit. They might pay it over the counter, and let the customer count it and turn it back as a special deposit, but they cannot go in the whole pile of general money and segregate part of it and make it a special deposit, any more than a man could segregate part of his goods, and call that a special warehouse business.

Q. Your point then would be, in case a County Treasurer made a settlement with the State Treasurer, and there was a balance in favor of the County Treasurer, and he simply gave him one of these certificates, without passing any money at all, that he never really took any money out of the General Fund? A. I make this also: the State Treasurer did the whole business. He goes to the Controller, gets the warrant—the Treasurer of Mono County is not present at all—and he takes the money out of the fund and sets it aside, and there is no one present except himself. He is acting for the County Treasurer. If the Treasurer of Mono County had been on the other side of the counter, and had drawn the money and turned it back there, then it would be open to the construction it was a special deposit with the State Treasurer as an individual, and not as an officer.

Mr. Chandler—In the settlements with Mr. Tracy he did not receive any money. If he put it in a sack, this fund, he did it by himself afterwards? A. In this Mono case—Mono was not represented at all. I understand, according to banking laws, that a banker in failing circumstances is liable criminally—he cannot take it in failing circumstances as a special deposit and keep it, so I do not think he can quietly go and sack up moneys for this man and that man. I hardly think that would hold.

Mr. Kellogg—It would open up a very easy road for fraud? A. He could not prefer his creditors in that way. During heavy settle-

ments we always had moneys over night in the State Treasury. It was a great convenience to us. We recognized it as such, but we knew we were depending entirely on the moral character of the State Treasurer. We did not do that during Mr. January's time. We did not feel there was that responsibility that we felt like taking any risk.

Mr. Kellogg—You were going to state something in regard to the escape of the Treasurer of Sonoma County? A. I only know that through general report—but from good authority—my understanding is that Sonoma County owed the State some $26,000, somewhere about that. The Treasurer brought up the money during the middle of the week, and the Controller was not in town, so he returned. Before he left he took a special deposit receipt for over $26,000. He heard that Mr. Dunn would be back on the following morning, and he went into Mr. Dunn's office. Mr. Dunn said he could take only about $6,000 of this money, the rest was disputed tax money. He gave him a permit to deposit $6,000, and he went in there and drew the whole of this $26,000 and deposited $6,000, and got his discharge for it. That was between two and three o'clock, while the Examiners were counting the money, and three hours after he left young January was in jail.

Q. Have you any knowledge of the fact of any money being changed there? A. Let me first say: I have seen stated, and believe it is true, that young January admitted he took greenbacks from the State Treasury. Let me put it this way: I know that a man cannot carry off $5,000, $6,000, or $10,000, without carrying off a great deal of weight—say $300 a pound of gold.

Mr. Chandler—I ask Mr. Miller if it is his opinion that young January took that money out of the State's money, instead of out of the sacks of special deposit of coin? A. I tried to make the point that it was the State's money.

J. W. Rankine.

Called by the committee and sworn.

Mr. Wallis—Where do you reside? Answer—Sacramento.

Q. What is your occupation? A. At present I am unoccupied. The last, I was in the Treasurer's office, under Mr. January, as day watchman.

Q. What were your duties in that office? A. My duties were to show up in the morning, open up the office, and bring in and take out sums of money, and assist in counting the money.

Q. Did you have access to the money at all times—State and county money—in the vaults? A. I had at all times with the exception—I could at all times, by going for a key, get to the county money; and the State's money at all times.

Q. Did you have the combination to the vault? A. Yes, sir.

Q. How were the County Treasurers' special deposits kept? A. They were kept separate from the State's money.

Q. In separate sacks? A. Yes.

Q. And tagged with the amount and name on the tags? A. No, not the name; twenty thousand dollars in a sack.

Q. Was it tagged to show the county it belonged to? A. No, sir; that is, I say, in coin. The coin sacks were not tagged.

Q. Were there any county deposits there kept in anything but coin? A. Yes.

Q. In what? A. In currency—that is, I say they were county deposits. The county name was on them, and they were not State funds. When the State's money was counted, they were not.

Q. Was the county name not on it? If the county name was not on it, how could you designate it? A. I mean on the package of currency. The State's money was sealed, and the amounts in the packages were marked on them. The sacks with $20,000 in them were not labeled at all. Money was taken out of them in making settlements.

Q. When a Treasurer came in to make a settlement, and supposing he had a balance of $6,000 in his favor, and received a special deposit certificate, what came of the $6,000; what was done with it? A. That he left?

Q. Yes? A. That was put in the special deposit.

Q. Was it marked or tagged to show who it belonged to? A. It was put in the compartment for special deposits.

Q. Without reference to the county? A. No, sir.

Q. The Board of Examiners going in there could not find who that money belonged to, then, without reference to the books? A. They would have to inquire before they could say what that money might be.

Q. The special deposits were all in one fund, you say, then? A. Yes; the gold was kept in separate sacks, in $20,000 sacks, or any part of a sack.

Q. In taking a $20,000 sack that was taken from the General Fund, when there was enough to the credit of the different Treasurers to make that amount, and it was put in the special deposit department? A. No; they were made up from their settlements. If there was anything in the special, it goes over to the special. The County Treasurer goes and makes a settlement. So much money goes to the State. If he has any over, that does not go into the State fund at all.

Q. How does it get into the special fund; by being taken and put into a sack? A. By being put into a sack.

Q. Counted out from the General Fund of the State's money? A. Yes.

Mr. Kellogg—You have got that wrong. The sack is only marked with the amount of coin in the sack, without any reference to what county it comes from. How would that be a special deposit? That is the question? A. That is a question.

Q. He gives a certificate here that he receives a special deposit?

Mr. Chandler—The books show he has got $6,000 there on deposit, waiting for the next settlement, but the sack merely shows what is in the sack.

Q. Were you in the habit of taking this money from the sack and placing it in the special deposit? A. Yes, sir. Young January did that usually.

Q. All of it? A. I never did it.

Q. You say "usually;" what do you mean? A. I suppose so—I never did it.

Q. You never received any money or paid out any money? A. Only at the counter. I have received and paid out. I run the office for ten days and received and paid out. There was nobody there but myself.

Q. Did Deputy January? A. Yes.

Q. Did he ever give you orders to take money from the special county deposits, and put it into the General Fund or the State's fund? A. No, sir.

Q. Did he order you to make any changes at all? A. He did it the day of his arrest that I recollect of.

Q. What did he order you to do then? A. To take $700 from the special deposit and put it on the counter.

Q. For what purpose? A. In settlement with Tuolumne, I understand.

Mr. Del Valle—What special did he take it from? A. The only one there was, $13,000.

Q. You did not know to which county it belonged? A. No, sir.

Q. Each county would have its special amount in a separate sack then? A. Not at all. You could only find that out by the books.

Mr. Wallis—Were you aware, Mr. Rankine, before the arrest of young January, that there was anything wrong in the department there, and that he was taking more money out from there than he was entitled to? A. Never had a suspicion, Mr. Wallis, in the world; never had an intimation—I did have an intimation—I was approached by one State officer, and asked if young January was not gambling; I told him no; it was this boy Pete January, that afterwards got the name of gambling, not the other boy. I knew he was delicate, and went home at four o'clock, and never was seen out at night. He admitted he gambled on horse races, but as for any other, I never had a suspicion.

Q. You knew he was gambling on horse races? A. Yes.

Q. Did you know he could not get money to gamble on from his salary, or any moneys he had honestly? A. No, I did not know that; he said it so openly; I could have bet my life on that boy's honesty, on a scale, and what he told me in regard to his winnings, I believed him.

Q. Did not the Controller of State, some time previous to his arrest, tell you that he thought he was gambling off the State's money? A. No, sir. On the contrary, one of the Controller's attachés told me a year ago he was gambling money. I asked him, why did not you call my attention to it? "It was none of my business," he said.

Q. He told you he knew that a year before? A. Yes. I told him he was a nice man in a nice position. When I was told about that gambling it was eleven o'clock at night, in the Golden Eagle. I went to Mr. Thompson at midnight and told him to count the money.

Q. When was that? A. That was the Sunday night before his arrest. I had had the combination with him, and I felt that I was in a pretty bad place.

Q. You say you knew that the Sunday before, at night? A. Yes.

Q. When was he arrested? A. Wednesday or Thursday.

Q. And you knew the Sunday before he was gambling off money, and was a defaulter? A. Yes, sir.

Q. Was that generally known in the Treasurer's office, that he was a defaulter? A. No, sir.

Q. You knew it privately? A. I never knew it until that night, and then I never knew he was a defaulter. I learned he was gambling.

Q. Large amounts of money? A. Yes; and then I learned that those large amounts were done during the election; $3,000 or $4,000

in a night were lost the night of the election and the night previous, in November.

Q. Who was the attaché of the Controller's office who gave you this information, that he knew the Summer a year ago that young January was gambling? A. Mr. Gorman.

Q. What is his given name? A. Joseph; he has been Deputy Treasurer under Mr. January.

Q. Do you know if there was ever any notes, or currency, silver certificates, or warrants in this special deposit belonging to the County Treasurers? A. There were specials there, gold notes, but whether there were any warrants or not I do not know of any. There were greenbacks and currency.

Q. Did you have anything to do with the changing of those sacks from the General Fund to this special fund, as it seems it was called, instead of being the special amount of each County Treasurer? When it was taken from the General Fund, did you have anything to do in counting it and placing it in the sacks? A. I do not remember of any ever being taken from the General Fund and placed in the special, only as the settlements were made.

Q. When settlements were made that was done? A. Yes, that was done.

Q. On the presentation of a Controller's warrant, and a balance being in favor of the County Treasurer, and the County Treasurer receiving a special deposit certificate, suppose it was $1,000 that had to come from some place and be put in the special deposit, how was that done? Where did you get at it to do it? A. The County Treasurer settles, of course, and he has so much money——

Q. Suppose he had no money at all? A. Then I could not tell you. There was nothing done in regard to the special as far as my——

Mr. Kellogg [interrupting]—Suppose the Treasurer gave in a warrant without any coin, and in settling with the Treasurer there was a balance due him over and above the State's settlement, was the coin taken from the treasury vaults and placed in the special deposit sacks, or not? A. That I could not say. I do not remember how that was at all.

Q. Who attended to all that; young January? A. Young January, yes.

Q. You say that the tags on those sacks simply represented so much money; there was nothing else to indicate, only that they contained so much money? A. That is all.

Q. When any money was taken from there, what was done; was a new tag entirely made, or the figures put down and added or deducted? A. If money was put up, or checked out, the tag would be moved up or down.

Q. In case of County Treasurers not settling, and you saw tags on those sacks changed, would it not call your attention to something being wrong in that matter; for instance, if a sack was marked $20,000, and the next day $15,000, or the next $10,000, and perhaps the next only a few hundreds, would it not call your attention to something being wrong in the office there in some way? Would you not have inquired how that money disappeared? A. I never examined those tags—had no occasion to do it.

Q. Were they not right within sight? A. No; they were locked up in a separate compartment in a private locker.

Q. You had access to all of them? A. Yes.

Q. And had the combination of the main vault? A. Yes, I had. If there had been $10,000 in the special deposit, or $30,000, it would have been sufficient in my mind. If it had been all gone I would have thought they had settled. I might not have been there. They could settle without my knowledge, because I paid no attention to Mr. January.

Mr. Del Valle—It was not a part of your duty? A. No.

Q. It was just accidental that you saw it? A. That is all.

Mr. Wallis—It was not a part of your duty to count the coin and sack it up? A. Yes, certainly.

Q. And place certain amounts in certain sacks? A. Under his orders; just as he told me. Any changes he told me to make I made them; any money he told me to sack so and so, I did it.

Q. When money was to be put in that special fund, any sack that had not full $20,000 was placed in one that was less than $20,000? A. Yes, sir.

Mr. Kellogg—What do you know in regard to these special deposit receipts; has it been the custom of the office to issue those receipts during the time of Mr. January, when they had a balance left over to the County Treasurers? A. I see his name signed. I paid no attention to those, and never looked at the books to see what they were.

Mr. Wallis—You had access to the books? A. Yes, sir.

Q. You could look over the books at any time? A. Yes.

Mr. Chandler—When was it you run the office for ten days? A. Yes, I run it ten days.

Q. Did you ever see any of those? [referring to printed receipt]. A. No, sir.

Mr. Del Valle—After the money was found short, did you assist in counting the sacks? A. Yes, sir.

Q. How did you find them—in what condition? Did you find them in regular order, twenty thousand dollars in each sack—the special deposit? A. We never counted them till ten minutes before the arrest of January.

Q. How did you find it then? A. We found thirteen thousand dollars in a sack—in one special deposit sack.

Q. Is that all you found? A. Yes.

Q. Did you know by the books how much there was on special deposit? A. No; there were no books. We examined the State's money, and found it all correct—every dollar—and we had the money counted Monday morning, bright and early, without a suspicion on January's part that he was to be jumped up that day. It was done quietly by me, and the State's money counted out, and nothing was said as was always done. We never had an intimation in the office when the Examiners were coming—never saw anything in the world to look like a suspicion.

Mr. Wallis—Is it not a fact that some time previous to that arrest that a report had been circulated that the Governor ordered an account of the money in the treasury, and the count was made, and that the matter was brought before the officers there? A. I did not know anything of it. If it was at the time the money was sealed in the vaults, months before this shortage was discovered, he came in

and sealed the money; previous to that the money never had been sealed.

Q. What was the occasion of that? A. The Secretary of State's stamp was put on it. There were large greenbacks, and all the greenbacks were sealed, but that did not create any suspicion in my mind. These men, I have since learned, had knowledge there was something crooked.

Q. Who were "these men?" A. The Board of Examiners, I have since learned, had a suspicion. I did not have a suspicion. I was defending the boy on all occasions, and many others did know, and said it was none of their business. I made it my business, and I was abused for doing that.

Q. The Board of Examiners examined the General Fund? A. Yes.

Q. The special fund was something outside of that? A. Yes.

Mr. Kellogg—When you examined the special deposit sack, and found a shortage, what was the character of the shortage? A. All gold; all twenty-dollar pieces—no, because I changed my ten-dollar pieces.

Q. It was all gold? A. There might be a dollar or so in silver.

Mr. Del Valle—How much ought to have been in the sack? A. The Governor simply asked, "have you any special deposits?" and he said "yes;" "have you any objection to let me know what it is?" He brought it out and counted it. "Have you any objection to tell me what you ought to have?" Mr. January said his boy, Arthur, would tell him, and his boy went into the vault and got the book. That was the first thing I knew of it. I know that there was a receipt book in connection with the office. I told him I had no idea what it was. I said, I know that you had some $12,000 or $13,000 on hand.

Q. What was the shortage, if you remember? A. Arthur said that is what ought to be there.

Q. $13,000? A. Fifty odd thousand—nearly $50,000.

Q. You could not tell what counties that belonged to? A. No, I did not know anything more about it than you did.

Q. From what you learned subsequently, you knew it belonged to the County Treasurers, did you not? A. Yes.

Q. But the tag nor anything else on that sack indicated that that amount belonged to any particular county? A. No, sir.

Q. There are some funds that are short, say $6,000, others $9,000, others $3,000; if there was $13,000 how could they segregate it.

Mr. Wallis—I want to ask if you did not think it was a little singular, being in the office there two years, and you did not know anything about the business at all, only to see the money was not taken improperly, and without any knowledge or information how much there ought to be in the special deposits. You say that you never examined the books when you had access to them, or examined the deposits to see whether there was any missing, or anything of that kind, when there were no settlements. As I understand it, settlements are made at certain times, at very nearly the same time, and within the interim there are no settlements made, and if that money was disappearing very rapidly at those times, how did it not create a suspicion? A. There were some packages of greenbacks that belonged to the State. I do not think I ever went into that vault and came back but what I counted them; they were where I could have my eyes on them. I always looked to see if that package of greenbacks was there.

Q. Why did you not do so in regard to the special deposit? A. That was a side vault with a private key. I had no business to go there for funds. When I was asked what the special was, I said: "I have not the most remote idea what the special ought to be."

Mr. Kellogg—Would it not have been an act of impertinence on your part to examine the books of officers, without being asked to? A. Yes, certainly.

Q. Your duty was day Watchman? A. Yes.

Q. Your strict duty was to see that no person stole any money from there, and to assist in taking money out or in? A. Yes.

Q. Like a Janitor? A. I brought the money, and put it on the counter, and watched the counter, and put it on the book at night. We kept a book how much money was charged to a county during the day, and at night put it on the book. I watched Arthur occasionally. I noticed to see if he put it into that book.

Q. Were your duties defined to you, so that we can get exactly what your duty was? A. My duty was to assist in counting all the moneys taken in; tie them up, and move them from one fund to another, when requested, and to assist in the sorting of the warrants. To paste the coupons—Central Pacific coupons. That was about all, and watch out and take care of the money.

An adjournment was then taken until Monday, February 23, 1885, at ten o'clock A. M.

Sacramento, February 23, 1885.

The committee met at 10 o'clock A. M., pursuant to adjournment.

W. M. Petrie.

Called by the committee and sworn.

Mr. Kellogg—What is your name, Mr. Petrie, and your residence? Answer—W. M. Petrie; Sacramento.

Q. Have you any knowledge concerning any irregularities in the State Treasurer's office during Mr. January's administration? A. Nothing further than this: by request of Mr. Lyon, he wished me to go with him and call upon Mr. January, the State Treasurer, as he had been informed that his son had been gambling.

Q. His son Arthur? A. Yes. He had been gambling, and a short time before, either a night or two, or three nights before he had lost $600, and the party wished me to notify him.

Q. In accordance with that request, what did you do? A. We called on Mr. January.

Q. What date was that? A. The latter part of April, last year.

Q. Eighteen hundred and eighty-four? A. Eighteen hundred and eighty-four; yes, sir.

Q. What conversation did you have with Mr. January? A. Well, we called on Mr. January, and he came out in the hall from the office near the register, and we stood there, and we told him we had a very delicate matter to talk with him about, but we felt as though he ought to know it from the source it came, and we told him we had been informed—that Mr. Lyon had been informed—that his son was

gambling, and that he had lost within a very short time—the night before, or two nights before—$600 in money. And we had some conversation about it along, and he thanked us very kindly for notifying him of this fact, and he would attend to it, and look after it.

Q. You know nothing of any settlements, or the manner of conducting the business? A. No, nothing of it. I had no occasion to know anything of that kind.

Q. Do you know of your own knowledge what kind of money? A. I have no knowledge of anything about it at all. I simply know in regard to the gaming. So far as I am concerned, I have known Mr. January for a long time.

Q. And you did it as a friendly act? A. Yes, I did it as a friendly act; and I thought if he did not know he should know it, and we informed him of the fact.

Edward Lyon.

Called by the committee and sworn.

Mr. Kellogg—Please state to the committee what you know concerning any irregularities in the Treasurer's office during Mr. January's administration, or any notification that he had concerning the acts of his son? Answer—I do not know anything only what Mr. Petrie has stated, that his son was losing money at gambling, and I went up and notified him, and I got Mr. Petrie to go with me. I know nothing more than that.

Q. Do you know anything as to the amount that was lost? A. I was told it was what I told Mr. Petrie—about $600.

Q. Since April do you know anything about any losings made by him? A. No, sir.

J. W. Rankine.

Recalled by the committee.

Mr. Wallis—What date was the arrest of young January, do you know? A. It was the thirteenth of November, 1884.

Joseph Gorman.

Called by the committee and sworn.

Mr. Wallis—What do you know in regard to any defalcations that occurred in the State Treasurer's office during the administration of the late State Treasurer, Mr. W. A. January? Answer—Only from hearsay, except perhaps one case—one instance of $400, I believe it is; that is all.

Q. What were the circumstances of that case—the $400? A. It seems the Sheriff of Solano County sent up—at least a letter was found in Mr. January's office, and from the letter it seemed he had sent $400—I think $410—and a watch; I think that was the amount, and there was nothing, only I think $1 10 in the letter when it was found; the rest was gone, and I believe the watch was gone. It was for I believe the——, some person who had died, and the money was

sent up under the estates of deceased persons Act, to be placed in that fund. The letter was there and the money was not. There was no $410—only, I think, $1 10—that is all I know of.

Q. What date was that? What time and what year? A. That I could not exactly say. I believe the letter is in Mr. Oullahan's office.

Mr. Kellogg—That was in December, 1883? A. Yes, that is the only defalcation which I know of.

Mr. Wallis—Was it a matter of report in your office, in your hearing, that young January was, for some time previous to his arrest, gambling and losing large sums of money, in the city and elsewhere? A. Yes, I heard of it.

Mr. Kellogg—What official position did you hold during the last three years? A. Clerk in the Controller's office and Deputy Treasurer. I was Deputy Treasurer there for a month or three weeks during the trouble there.

Q. In the Controller's office? A. No; in the Treasurer's office.

Q. At what time did you first hear rumors or reports of young January, that he was gambling money off? A. Well, I think it must have been a year and a half ago; but I was told afterwards, when I mentioned it, that it was not the Deputy Treasurer, but his brother—there are several brothers of them—so, of course, I was not sure of it at all, and could not place it until the very time when the exposure took place.

Q. Do you know if W. A. January, the Treasurer, was informed of these rumors? A. That I do not know, only from hearsay; I do not know.

Mr. Kellogg—Do you know anything in regard to the manner of making settlements with the County Treasurers and the State Treasurer? A. A little.

Q. What do you know concerning the custom of making special deposits? A. We knew nothing about them whatever.

Q. Did the Controller ever know there were such receipts? A. Not to my knowledge. I have heard all of them express the same statement that they knew nothing whatever about special deposits. It astonished us when we heard there were any.

Q. Did you assist in making the count of the State's money in November—I think it was—about the time of the arrest of Mr. January? A. No, sir; I did not.

Mr. Chandler—Do I understand you to say, Mr. Gorman, that the Controller's office has no knowledge of these special deposits by counties? A. No.

Q. Of the special deposit receipts? A. No, sir; did not know there was such a thing; did not know there was any money deposited there in the special deposit until the exposure, and it all came out there in November.

Q. It has been the custom for twenty-five years. I do not see how the Controller's office could be ignorant of that fact of special deposit receipts being kept in the Treasurer's office? A. That was the private business of the State Treasurer; the State had nothing to do with it. All State money the Controller gives an order on the Treasurer to receive it, and then he takes the receipt for that money. We had nothing to do with it; did not know it was there; did not know he gave receipts.

Mr. Kellogg—Had it been a part of your official duty to give an

order on the Treasurer on settlements with the County Treasurers? A. No; that is Mr. O'Reilly's—that is his part of the business.

Mr. Chandler—You say you had acted as Deputy Treasurer during the trouble? A. Yes, sir.

Q. Did you learn anything in that time in regard to these special deposits? A. Only from hearsay; they were taken out, as I understand it—the money was taken out and given to Senator Cox by the different County Treasurers. There was none in there when I was there. They have printed receipts; probably you have seen them.

Q. We have them here. A. There were no deposits in there when I was there. They had been taken out before I went in.

Q. You did not go in until after Mr. January's arrest? A. Some time after; about two weeks after.

Q. Is there no way that the Controller has knowledge of those receipts in the settlements with Treasurers? A. No, sir; no way.

Q. From time to time? A. No. There is no law for them to do it. It is only a custom of the Treasurers. There is no law to authorize them to receive that money.

Mr. Wallis—At the time that these rumors were being circulated—as the report was common, as it seems—was there anything said or done in the Controller's office looking towards an investigation or inquiry in regard to young January gambling off money? A. Yes.

Q. What time do you mean? A. Directly before he was arrested.

Q. You said that a year and a half ago rumors first reached you he was gambling off large sums of money; was anything done, or any talk had in the Controller's office in regard to that matter? A. I spoke to Mr. Dunn about it.

Q. You called his attention to that report? A. Yes; but he understood it was the other January, the other brother.

Q. In regard to that letter, that was property that was escheated to the State? A. Yes, sir; that is the way the letter read.

Q. What inquiry was made about that matter; any? A. That I do not know.

Mr. Chandler—From your knowledge, as acting Deputy State Treasurer, do you know that it would be necessary to have an examination of the books to ascertain whether there was any special deposits or not? A. Only his own private receipt book; not the public books of the State. They would show nothing at all of the money.

Q. Would not they show that these counties had credits to them? A. No, sir; because, if they had, we would find it out immediately. At the end of each month there was a settlement. We settle with the Treasurer once a month, and of course we would discover immediately. It was a private memorandum, you might call it, by the Deputy Treasurer, or State Treasurer.

Q. It is a receipt book, with stubs which show the amounts? A. Yes; but we know nothing about it, and their reports show nothing of it.

Mr. Wallis—With the business relations existing between the two offices, still your attention was never called to such a fact that they were in existence at all—these receipts? A. No, sir; not to my knowledge.

Michael J. O'Reilly.

Called by the committee and sworn.

Mr. Kellogg—What official position have you held during the last two years? Answer—I have held the position of clerk in the Controller's office since the first of September, 1883.

Q. Has it been a portion of your duty in the office to make settlements with the County Treasurers, and give orders to the Treasurer to receive money from them? A. Yes, sir.

Q. In making any settlement with any County Treasurer, have you had, at any time, any knowledge of special deposits being in the Treasurer's office to their credit? A. The only knowledge I had was this: On different occasions the Treasurers would remark that they had left sums of money on deposit, but as to the amount, or any particulars of it, I never had any knowledge.

Q. Did any of those Treasurers, in making their settlements with you, show you, or present to you, any certificates or receipts for deposits? A. I never saw a certificate of deposit until after the discovery of the defalcations.

Q. Did you have any knowledge or information that there were any irregularities in the Treasurer's office prior to November, 1884? A. No, sir.

Q. Your attention was never called to the fact in any way? A. No, sir.

Q. Were you present at the last count of money last week in the State Treasurer's office? A. No, sir. There was a count made last week, that was made by the Board of Examiners; the Controller has nothing to do with it.

Q. You do not know, of your own knowledge, the difference in the amount on hand according to the Treasurer's and Controller's books and the amount of money really on hand? A. I think it might be some $530. There has been a statement made that there was a difference of $20,000, but it was an error made by Mr. Shattuck in adjusting the account.

Q. That error has been rectified? A. Yes. They have a coupon account which Mr. Shattuck did not understand the manner of adjusting, and he made a mistake of $20,000—an excess. It occurred in this way: The Controller's report shows the condition of the fund to the month of January showing there was about $2,266,418 13, I believe—I am speaking from memory now. The Treasurer makes his report at the end of January, and there had been received from first of February up to the date of the account some $969,890 80, and Mr. Shattuck, in making up the account, added to that the amount which was shown in the account of coupons against 1885, and deducted that really from the total amount of cash, and paid the coupons and warrants to the Treasurer, and in that way made an excess of nearly $20,000. He should have ignored the statement in the Controller's account of the coupons and adjusted that separately.

Q. Do you remember in making the settlement with Santa Barbara County, last Spring, I think it was, of a mistake being made in a warrant for railroad tax money in connection with Butte County? A. Last Spring?

Q. I think the last settlement; I am not sure. A. Yes, sir; there was a mistake in that account.

Q. How was that corrected? A. By the return of the money into the treasury by the person who drew it.

Q. Butte County returned the surplus that was paid to her? A. The payment to Butte County was correct, but Mr. Frank Miller drew by mistake the amount due Butte County instead of the amount due Santa Barbara County.

Q. And that was finally credited to Santa Barbara County? A. When the mistake was discovered, Mr. Frank Miller returned to the treasury the amount he had taken for Butte County. He is the agent for D. O. Mills' Bank, and acted as the attorney.

D. Do I understand you to say there is still a difference of about $500 between the books and the cash on hand? A. Yes.

Mr. Wallis—The funds are short? A. No; it is an excess.

Q. There is more money in the State Treasury by $500 than there should be? A. I do not think there is any more money there than there ought to be. They probably made an error. There is so much currency there, and it is difficult to count that.

Q. What do you know in regard to the custom of County Treasurers making their settlements with the State Treasurer through Wells, Fargo & Co., and also through the State Treasurer himself? A. As to the custom?

Q. Yes. A. I know it has been done. County Treasurers have sent their statements, and papers, and their coin, either to D. O. Mills & Co. or Wells, Fargo & Co., for the purpose of making settlements, and I know at least one instance where the Treasurer sent the money directly to the State Treasurer. That was Monterey County, in January, 1884. The Treasurer of Monterey County sent the money up to Mr. January, and I believe Alpine at that settlement also sent his money direct, and he made settlements for them, and returned the papers.

Q. He came to the Controller's office and got an order to pay in the money and made the settlement? A. The Auditor, under the Code, is required to send his report to the Controller between the first and the tenth of the month, and the Treasurer of Monterey County sent up that amount, and I believe Arthur January came and told me that the money had arrived and asked for an order to receive it, and the settlement was made, and he received the papers.

Q. Do you remember of Mono County having made a settlement through the State Treasurer? A. I do not think he did. My impression is that D. O. Mills & Co. have made all his settlements. My recollection and impression is that all along D. O. Mills & Co. have acted for the Treasurer of Mono County.

Q. In making any of the settlements with the County Treasurers, do you know of any warrants having been left with the State Treasurer to be applied on a future settlement? A. On future settlements?

Q. Yes. A. No, sir.

Q. You know nothing about Mendocino County paying in some $20,000, and having a surplus on hand for a future settlement? A. I know that Mendocino County made a settlement in January, 1884, and there was due at that time some $22,000 of school warrants, and the settlement was about $6,000.

Q. That left about $17,000 on hand as a surplus? A. I was not aware the money had been left there until after the discovery of the

defalcation; knew nothing of it at the time. In fact did not remember whether it had been drawn out at that time or prior.

Q. You knew a warrant of that kind had been issued, but you did not know whether it was drawn out or not? A. I know now it was drawn. I think the settlement was made by Wells, Fargo & Co., but I did not know it at the time. The warrant, I believe, was the February portion of school moneys—a large sum—and the time the settlement was made I do not know, but it was drawn as soon as it was due.

Q. In the making of those settlements by the County Treasurers with the State Treasurer, do you know as to the kind or class of money in which those settlements were made; was it coin, greenbacks, or silver in any instance? A. No, sir; in making those settlements——

Q. [Interrupting]. They did not show you the coin? A. They did not show me the coin, no; and I was so busy—probably two or three of them at a time—I would not have a chance to talk with them; and it took some time to make a settlement, and they were anxious to get through and get away.

Q. Have not the irregularities in the State Treasurer's office been the subject of conversation in the State Controller's office during the last twelve months? A. I never heard it spoken of. I do not think any person there was aware of any irregularities, or anything that appeared to be so; on the contrary, I often heard the remark in the office that the office was in good hands. When Arthur January had charge of it everybody thought him a straightforward and upright young man, and a very competent man. His business was always conducted in the neatest and best manner possible. I have heard many persons make the remark, that as long as the old gentleman was neglecting business that everything was safe when he had such a boy as Arthur to look after the business for him.

Q. Did you take part in the count after the investigation, after Mr. January's arrest, or was Mr. Dunn present, and he the one that should give us all that information? A. The Board of Examiners counted all the money. Mr. Dunn was in and out, but I had nothing to do with it until after the arrest of Mr. January. Then I was asked to take the certificates of deposit and compare them with the stub book, and ascertain whether the amount reported by the Board of Examiners was correct or not. I did so, and made the statement as to the amount that should have been on deposit.

Q. Please give us the statement of what you found on the stub book, and then the amount due the County Treasurers, according to that special deposit receipt book, and then the amount actually on hand belonging to the special deposit fund? A. These amounts here are correct, as they are made from the statement:

John Scott, Sierra County	$1,825 48
H. S. Turner, Humboldt	10,568 95
John D. Skinner, El Dorado	2,100 00
U. Yndart, Santa Barbara	6,489 32
Z. B. Tinkum, Mono County	996 93
James Fowzer, Mendocino County	17,054 00
U. Hartnell, Monterey	1,899 56
William Jorres, San Diego	3,769 92
R. B. Hathaway, Contra Costa	9,000 00
John Cronkite, Alpine	48 59
Total	$53,752 75

Q. These amounts are taken from the stubs of the deposit receipt book? A. I did not count the money—just looked over the book, and made up that statement. Probably the amount was $14,250—something like that.

Q. Are there any other facts connected with this matter, Mr. O'Reilly, that you desire to give information to the committee on? A. Nothing that I know of or can think of.

Mr. Wallis—You say you had no information, and your attention was not called to any irregularities at all, prior to the time of the arrest of young January? You had not heard rumors of his gambling off large amounts of money and living a fast life? A. Never heard anything of it; never had the least suspicion of it; never met Mr. January around town more than once or twice in the evening. Of course, I knew he was betting money at the races at the State Fair, but that did not raise any suspicion.

The committee here took a recess until twelve o'clock and thirty minutes p. m.

John P. Dunn.

Called by the committee and sworn.

Mr. Wallis—Please give your residence and occupation? Answer—I live in Sacramento; occupation, State Controller.

Q. When did you first become aware of any defalcations in the State Treasurer's office? A. I became aware the night previous to the day that the Board of Examiners found it out—through hearsay—then I became aware of it.

Q. The night before? A. Yes, sir; that was on the twelfth of November.

Q. Were you not informed, about a year before the discovery of the defalcation, that there was something wrong in the State Treasurer's office, and warned it was your duty to look into the matter? A. No, sir.

Q. No person told you that there was any chance for any crookedness in the State Treasurer's office? A. I always knew there was a chance for crookedness in the State Treasurer's office. About a year—perhaps a year before this defalcation was discovered—somebody, I do not remember who it was, told me that young January was gambling; and in the course of that conversation I said I was surprised, because I always thought he was an exemplary young man and had no gambling proclivities. I talked with the Governor about it, and told him—and my impression is I also talked to the Attorney-General and the Secretary of State—being members of the Board of Examiners. At that time Mr. January was drinking considerable, and the Governor was very much annoyed about it. After talking about it and watching out we came to the conclusion it was the other boy; we did not think it was Arthur.

Q. Were you not aware, some time previous to the election that was held—the Presidential election—that these defalcations actually existed, and that it was concluded by consent of different persons that it would be better not to investigate the matter until after the election? A. Never, qualifiedly and absolutely. No; I think that

would be an outrage, and an imputation that ought not to go unanswered. I am giving you that answer, because I think that kind of question ought to have an unqualified answer. It is absolutely false, as far as I am concerned, and I think as far as any other State officer is concerned.

Q. About this matter—keeping the special deposits in the State Treasurer's office—do you know anything about it? A. Yes, sir; I know of—I do not know personally—I suppose there were special deposits there, but I was not aware of any special deposits, although I had no doubt there were some there.

Q. In settlement with the County Treasurers there it was never brought to your notice that they had special deposits with the Treasurer? A. I think the first I was informed was when Mr. Hathaway told me, after the defalcation—or the Treasurer of El Dorado County—I do not know which. I think probably I saw the Treasurer of El Dorado County first. I know that I saw the receipt given Mr. Hathaway. I never saw them until after the defalcation occurred.

Q. What is the course pursued in making settlements with the County Treasurers, and the State Treasurer, through the Controller's office—give us the whole? A. The County Treasurer—the Auditor makes the report—say the amount received for the previous three months. Some of the Auditors are required to do it twice a year, as in Humboldt County. That report is made up in our office. First, he reports to the State Controller the amount of money received by the County Treasurer during the preceding three months—if the reports are for three months under the law. We then determine, according to the statement of the County Treasurer, the amount that is coming to the State, and deduct the commissions for collection and the mileage of the Treasurer. We then give an order—we always have given these orders, and we always call it an order, but it is really a certificate; the State Treasurer received that sum of money from that County Treasurer named in the order. The State Treasurer, we assume of course, has received the money and sent his report to us. He gives a receipt to that County Treasurer; the County Treasurer comes back to the Controller's office; he presents that receipt to us; we give them, that County Treasurer, a discharge for the amount of money he has paid to the State Treasurer, "as per the report of the Auditor produced and now on file in this office."

Q. In making those settlements with the Treasurer, under the certificates issued by the Controller's office, are you in a position, as Controller, to know in what funds the coin or currency or settlement is made? A. No, sir. We do not know what money the Treasurer has. We do not know whether he has five cent pieces or twenty-dollar pieces, or greenbacks. We do not see his money at all.

Q. In making any of those settlements with the County Treasurers, have you, at any time, been presented or shown any receipts for special deposits? A. Not prior to the defalcation; I have subsequent to that.

Q. Up to the time of the defalcation had you ever seen any blank receipts, or any of those blank receipts filled? A. I never saw one of these papers, either blank or filled, until after the defalcation.

Q. Where are the accounts of stationery and books and material of that description—are they down in the Treasury Department—where are they kept? A. I suppose those are gotten up by the State Printer. I could not say. I expect so.

Q. You do not know whether they are paid for by the State's money? A. I think not, because when I saw the book, after the defalcation—there was quite a large book there—and my impression is that the name of John W. January was in that book; but I supposed they were made out by the State Printer.

Q. Were you present at the time that Mr. January, the State Treasurer, received the funds from the former Treasurer? A. No, sir.

Q. Did you make an account after he went into office, or assist in it—I mean of the money? A. No, sir.

Q. You do not know, then, of your own knowledge, whether, when Mr. January went into office, an account of the money on hand and special deposits were handed to him? A. I do not know; but I think there is no doubt of it, because Mr. Weil—he came into the office about six months after he went out, and he was complaining to me about that system in there—allowing special deposits, and he said he thought it was wrong, because he had given, as he considered, his special and individual receipt for that money, and he felt that if any trouble at any time should occur he would be responsible for the amount of money that the County Treasurer left with him. We were talking at that time about Mr. January being in the habit of drinking, and he was complaining about it, and said he thought it was wrong that those deposits should be placed in there, because he thought he was personally responsible if any trouble should occur.

Q. In that conversation did he inform you how much he turned over to the new administration when he left? A. I think not. I do not think anything was said about it—about a certain sum of money. He may have done so.

Q. You have no knowledge of the amount? A. No, sir.

Q. Do you know anything about a settlement made with the Treasurer of Mendocino County last Spring—made through Mr. Tracy, of Wells, Fargo & Co.? A. In April?

Q. Yes; I think it was in April. A. I expect a settlement was made at that time. I cannot now recall it, of course.

Q. Do you know whether at that time a warrant amounting to about $23,000 was in his hand and paid into the treasury? A. School money?

A. Yes, sir. A. I expect so. Of course I do not now remember the amount of the warrant. If there was it was school money.

Q. So there was a settlement at that time due from Mendocino County of six thousand dollars to the State, leaving a balance of seventeen thousand and over to be applied on a future settlement? Do you know anything about what was done with that warrant, or the proceeds of the warrant, in regard to the special deposit fund? A. No, sir. If you will allow me: There has been considerable talk about that. The Treasurer, or his agent—the person authorized by him to draw the warrant—the person must either come himself and get the warrant, or his signature. If he made a settlement then, he was ordered to get the warrant, I suppose. He goes to the Controller's office with that, and when it left there we know nothing further about that until the State Treasurer reports to us he has paid it. That warrant was presented I assume to the State Treasurer against the School Fund, either by the Treasurer, or Mr. Tracy for him, signed for that warrant, "received payment." That money immediately was transferred under the law, I assume, out of the School Fund. The State was no further responsible for that money, because

the Treasurer said he received the money for it. Now, if that Treasurer left some of that money there, of course he left it on special deposit—something that our office would know nothing about. But when the Treasurer received that warrant, we gave him credit for paying that amount of money out of the School Fund.

Q. Do you know of any instance during Mr. January's administration where either he or a deputy of the office came to the Controller for the purpose of making a payment and settlement for the Treasurer of some other county? A. Yes. I think there have been, probably, during Mr. January's administration, as many as two or three instances of that kind.

Q. Did the State Treasurer act as agent for the County Treasurers in making settlements? A. I think there were some instances of that kind where money was sent to him by the County Treasurer, and he acted as agent for them and made the settlement. I cannot recall the county, but I am satisfied there were probably several of these cases.

Q. In one instance, the County of Mono, was it not? A. I cannot remember the county. In one or two instances money was sent to me requesting me to make the settlement, and I refused to do it. I refused to handle the money. I do not remember as to Mono County. It is more than a year ago since we made these settlements.

Q. In those that were sent to you were any special deposit receipts ever forwarded by those Treasurers? A. No, sir. I did not see any. I think there was one case in which the money was sent to me; Santa Barbara County, I think.

Q. Mr. Dunn, please explain to the committee concerning the money or property sent to the State Treasurer to go into the Escheat Estate Fund? A. This I recollect had reference to something that was brought to my attention by a letter that was brought to my office by Mr. Rankine, who was Watchman in the Treasurer's office, an envelope—I believe there was a letter. I know there was $1 10 in it, and a letter from the Sheriff of Solano County, Mr. Kirby, I think, stating he had sent to the State Treasurer $461 10 in coin, and some jewelry, and some time subsequent along afterwards we wrote to the Sheriff of Solano County to inquire about the transaction. I inquired of Mr. January and he did not remember about it. That is my recollection of it, but I know we wrote to the Sheriff of Solano County, and they sent us a copy of the letter that Mr. January had sent to him in reply to his letter. Mr. January had received and receipted for from Wells, Fargo & Co. for $461 10. That was, I think, in December, 1883, and the first knowledge we had of the transaction, or anything about it, was from Mr. Rankine when he found this envelope. He was one of the Watchmen, and he brought it in to me. I talked with Mr. Marshall about it, I think, even before the Sheriff of Solano County, and I think my first impression was that Mr. January's bondsmen were responsible for it.

Q. Was any money coming from escheat estates at that time necessary to pass through your office? A. All money; all the money that ever you find, or anybody else, that belongs to the State, must be paid in by a permit from the Controller. I have no doubt of the law—by a certificate from our office.

Q. In this instance, was any certificate issued from the office? A. No; no notice whatever was given to us that this money was to be paid to the State. Of course the Sheriff would have been responsi-

ble. He sent it directly to the State Treasurer, and he sent us no notice whatever.

Q. Then your books in the Controller's office show nothing in regard to that matter? A. Nothing at all. An entry should be there, though.

Q. An entry should be there, then? A. It ought to have been paid in through our office.

Q. It ought to have been paid through your office first? A. Yes; that is, the certificate ought to come from our office.

Q. The same as all other settlements? A. Yes.

Q. You are one of the members of the State Board of Examiners? A. No; the Governor, Secretary of State, and Attorney-General.

Q. Have you not been present during the counting of the money? A. I was probably present at the time they counted the money, and assisted in it, at the time the defalcation was found out.

Q. You were just called in? A. I was anxious about it, and the Governor and the Secretary of State came to our office, and there did not seem to be any disposition to show me out when I went in there.

Q. After the money in the treasury was counted, what was done or said in regard to any special deposits on hand? A. About—it might be well for me to go back a little. I was in San Francisco, and it appeared there was some talk about this, and the Governor got to be anxious about it, and I believe somebody heard something about it, and two days afterwards Mr. Rankine, or Mr. Marshall, either one of them, told me that Arthur January had taken some $10,000 of the special deposit money. I remained around the office talking about it, and getting our books in shape to notify the Board of Examiners the amount in the treasury, and came around in the morning before ten o'clock, and about ten the Governor and the Secretary of State, and I think some of the clerks from our office, and I think Mr. Marshall——

Q. Was Mr. Sherman there? A. I think he was; and they started in talking about it, and I think they had decided to count the money, and had started to count the money at the inner gate. I was standing there to prevent persons from going in. Arthur January was there, and I said to him: "Arthur, why do not you try and make up this amount of money?" He said he could not do it. I said, "Why?" He said, "It is too much." I understood it was over $10,000. "Yes," he said, "it is about $40,000." His father was in the room, the private office, and about ten or fifteen minutes afterwards I went in and said: "Do you know how much money Arthur has taken?" He said: "No, I do not know." My recollection is he said "No." I said: "I understand, I believe he has taken about $20,000." He seemed to be feeling very badly about it, and was lying on the sofa. He said: "My God, is it so?" I said "Yes." So they went along counting the money, and about half-past four, I think, the count of the money was completed. The Governor and the Secretary of State and myself discussed the question as to whether we should count the special deposit money, and we thought that possibly Mr. January might object to our counting it. Finally, we talked about it and determined we would count it anyhow, and spoke to him about it, and he seemed to have no objection; still, I think he suggested we had no right to count the money. Mr. January was desirous to find out the situation as much as we were. Finally, he did not object. I did not assist, I think, in counting the money. Mr. Moreland and Mr. Sheehan, they counted the money,

and somebody took the special deposit book. I think January gave it to him. We found out the special deposit book had something like $53,000 or $54,000, and we found there was $14,000 there, and that he had taken some $39,500, and he did not deny it. But whether he told me or not where he took the money from—I remember now he said: "I took it from the special deposit." I said: "Did you take any State money, too?" He said: "No, I took all the money I took from the special deposit." So it turned out as he stated; the special deposit was short, and the other money was there.

Q. Where did you find the special deposit fund? A. In the safe. I think in one of the drawers. My recollection is I did not assist in counting it. It was a very small item to count. It did not take very long to count $14,000.

Q. Did you notice how the sacks were tagged. A. No, I don't remember now; probably I noticed at the time.

Q. In the last count held last week state how the funds stand to-day, if you know? A. My recollection of it is that the count made by the Board of Examiners showed there was $560 in excess of what our books called for. There was an immense amount of currency, more than for years previous or since we came here, according to the statement made to the Treasurer.

Q. Then the statement made by some of the public newspapers during the last week that there was an excess of $20,000 found in the count, was a mistake? A. Yes. That mistake has been rectified to the extent of all but about $560, and I think, by the way, it is about $530. I think we found a mistake of $30. The Board of Examiners went in there and counted the amount of currency that was received during the last month. Under the law we are required to draw the warrants one month prior to the date on the bond or coupon. The law directs us first to draw——

Q. You make settlements every month, and those made during the month are counted as cash? A. The Board of Examiners make the count, and we report the full amount on hand on the first of the month. I do not think there is any mistake in our books. I am satisfied they are correct. We direct them the amount of money to pay in, and they were exactly correct the first of the month. That is my impression. I think they made a mistake in counting the greenbacks.

Q. Could it not be possible that that may be a mistake as to funds that belong to the estate sent here from the Sheriff of Solano County? A. No, because that is only $461 10, and the money has never been paid into the State Treasury. The money is not there. There were $460 of that money gone when Mr. Rankine brought the envelope to me. There was only $1 10 in it.

Mr. Wallis—That matter rests between the State Treasurer and the Sheriff of Solano County. It is a question whether the Sheriff is not responsible for that money, because he ought to have received a permit to pay it in, and the next question is whether Mr. January's bondsmen are not responsible, because it was the State money.

Q. You had no knowledge of the money until it was paid in to the State Treasurer? A. No; no request was made to us to give a certificate to pay it in. This count was made once or twice since that money ought to have been there—when the new Treasurer came in, when the office was transferred by Mr. January to Mr. Oullahan, and

it never had appeared in any of the statements. It never was paid into the State Treasury as other money was paid in.

Q. Do you know whether, in making these settlements with the County Treasurers and the State Treasurer, at what time the money was segregated and placed in the special deposit sacks? A. I know nothing about that at all. It would not occur at that time. The only time it would occur was at the time when the party leaves the money there. There is no reason why the County Treasurer ought to have a dollar in his possession except what he has to pay into the State Treasury.

Q. How do you account for these County Treasurers having special deposits to be applied on their next settlements? A. It arises from the fact that they had some money there in the School Fund, which ought to have been taken down to the county vault. They left that with the State Treasurer. I don't know for what reason.

Q. Would it not be quite a convenience for a County Treasurer who had money enough in his county to pay outstanding warrants to leave this money in the State Treasury? A. What business has he to leave the money in the State Treasury that does not belong there? It belongs to the county, and when the Board of Supervisors make a count it is their business to see he has the amount of money on hand that the books call for.

Mr. Chandler—When he brings the certificate of deposit that is the same as money? A. It is not money. It might have been as good as money, and always happened to be until this time, and it turned out not to be as good as money. There is no reason—there has been considerable talk about that thing. It might be that some of the County Treasurers have more money in their possession than they need, and there ought to be some responsible place for them to place the money; and if the County Auditor sends the report, as the law requires him to send it, between the first and the twelfth of the month, there is no reason why County Treasurers cannot be notified by the Controller in time to make the settlement of the amount of money that is due the State to a cent. I never saw any special deposit receipts, and knew nothing about them, but merely believed there were special deposit moneys in the treasury; and the statement made by Mr. Weil to me—I never knew it.

Q. None of the County Treasurers informed you of that? A. No. I recollect that distinctly, because Mr. Hathaway said to me, "Mr. Dunn, I supposed you had a complete record of these special deposit moneys on your books." I said to him, "You have remained longer in this office when you made your settlement than any other County Treasurer in the State." He often stayed there an hour or so, and I said to him, "You never told me of them." Says he, "No, but I supposed you were informed by the Treasurers." I had no knowledge of it, and could not have had any knowledge of it.

Q. You say there was never any necessity for any County Treasurer to leave a dollar in the State Treasurer's office? A. When he came to make a settlement.

Q. Were the school warrants among the amounts that would be due the State in the settlement of the County Treasurers, and if they had any balance it would be necessary for them to take the money back to their respective counties? A. I think not. We find that the Treasurer of Nevada County owes to the State $44,000. He is required

to pay that money in between the fifteenth and twentieth day of January. We send him notice, "You owe to the State $44,000." He is notified by the Superintendent of Public Instruction. In fact he holds the certificate of the Superintendent of Public Instruction that there is $10,000 in the State School Fund in the County of Nevada. He has that certificate in his possession. The certificate from the Superintendent of Public Instruction is always as good as cash, because the Controller is required to draw his warrant, except of course the fact that the Superintendent has made no mistake. As soon as that comes up, the Controller draws his warrant for the sum of $10,000. A warrant on the State School Fund is always as good as cash, excepting the expressage on it. He brings up first the $44,000, $34,000 in cash, and $10,000 in the certificate of the Superintendent of Public Instruction, for which he gets a warrant the very moment he presents it to the State Controller.

Q. In certain cases when the school warrant would exceed the amount of money due the State? A. I think the settlement was made after the January settlement; I think so.

Q. In that case, there was a necessity of carrying the money back, or else leave it in the State Treasury for the next settlement? A. Yes, but if the County Treasurers wanted absolute security for their money, the best thing would be to take Controller's warrants for school money, and deposit that in their vault, because that is always as good as cash, and they can draw against that money much better than the deposit receipt, because that amount of money for which the warrants are drawn against the School Fund is based, not on a comtemplated sum to be received, but on the actual amount in to the credit of the fund.

Q. Did Arthur January ever inform you how, and from what fund, and at what time, he took any money from the State Treasurer's office? A. No, sir; I think he told me he had taken twenty dollars off the tray—the conversation I had with him that morning—but that he had replaced it. That was some time before, in conversation with the Governor and Secretary of State the night after the defalcation was found out.

Q. You do not answer my question. Did Arthur January ever inform you how, and from what fund, and at what time, he took any moneys from the State Treasurer's office? A. I do not remember. He made a statement about taking money at different times, and going down town and gambling; but as to what funds, I understood him during all his conversation to have taken it from the special deposits.

Q. Have you any knowledge of what kind of money the special deposits were kept in? A. No, sir. It seems to me that his own security from detection was to take the money from the special deposit, because the Board of Examiners never counted that. For his own security, he must have taken it from there.

John Weil.

Called by the committee and sworn.

Mr. Wallis—What is your residence and occupation? Answer—Sacramento City; my occupation at the present time is private citizen.

Q. Were you the former Treasurer of the State of California? A. Yes, sir; I have been the Treasurer the term preceding Mr. January.

Q. Give the committee a full statement, as far as you can, of the manner and system of doing business in your office, specially with reference to the special deposits, or what were called special deposit funds received from County Treasurers? A. In regard to the general business of the office?

Q. No; state as to the special deposits? A. Everybody knows that of course we conducted the same in regard to the special deposits, we did the same as our predecessors had done.

Q. How was that? A. Not knowing anything about it when we came into the office, we took it from my predecessor, Mr. Estudillo; the accounts consisting of special deposits, the same as he had received it from his predecessor, stating the amounts of the certificates.

Q. How did you keep this special deposit separate? A. We kept them separate entirely. We had our separate book for it.

Q. As regards the counties, did you keep them separate? A. No, sir; we kept it all in lump.

Q. As special deposits belonging to the several counties? A. Yes.

Q. There was no tags or marks on the sacks? A. No, sir; we only had in the place where we kept it—it was marked "special deposits."

Q. How much money did Mr. Estudillo turn over to you at the time you succeeded him? A. I could not tell exactly. I believe it was about $30,000—something like that.

Mr. Kellogg—At the time you succeeded Estudillo, was there a blank receipt book similar in form to this receipt, partially filled at that time? A. Yes, sir; I kept the old receipt book right on which was left by my predecessor, Mr. Estudillo. I had no occasion to use any other during my time of office. I kept the same book. I do not know but they had it since Mr. January was in office. They have a new receipt book now.

Q. That is the form you used to use [handing copy of special deposit receipt in blank to the witness]? A. Yes; I believe it is [examining].

Q. Do you know whether that book is a part of the expense attached to that office and paid for by the State money or not; and whether it is printed by the State Printer? A. I think, as I have stated here before, I never had any of those blanks or a book with those receipts printed myself, but I think that the State paid for the book, as they were in fact printed, to my knowledge, at the State Printing Office. I cannot say for sure, as I had none printed myself.

Q. Did you, at any time, prior to the discovery of the defalcation in the office under Mr. January's administration, and which occurred by young January, have any information of anything being wrong in the office? A. As far as I had no information in regard to it, although I had of course—it was talked about that there was a good deal of things going on in the office which were not consistent with the duties of the office.

Q. Did you, at any time, inform anybody connected with the office of your suspicions from the information you had? A. I did not think it was any of my business or duty to inform anybody in the office, but I had a talk with Mr. Dunn about a year ago. That is, just about a year ago, and I told him then, I says there will be some of these days a defalcation in the State Treasurer's office, of which probably nobody has an idea, and yet at the same time to all appear-

ance the State money may be all right. Mr. Dunn asked me how and in what regard. I told him. I asked him if he did not know that there was such a thing as a special deposit kept in the State Treasurer's office. He seemed not to know anthing about it. I told him that there was such a thing as that. The receipts were given out by the State Treasurer as State Treasurer. The only thing which made it not an actual official paper was that we always omitted and did not put the seal of the office which is put on all official papers. I told Mr. Dunn then that this thing ought to be corrected. I says, I know at the time when I first came in I did not know anything about it. I took it the same as my predecessor had kept it, and so I kept on during the time. During my term of office I found out it was wrong. I found out that some of the County Treasurers were deceived by the receipts given by the State Treasurer as State Treasurer, and the State I did not consider was responsible for those special deposits. I told Mr. Dunn that in his report he ought to mention it. I told him also it was a very delicate matter, as I was on the most friendly terms with Mr. January, and that I did not wish to make any reflections on Mr. January; that I had confidence in him, yet I thought it was wrong, and I asked Mr. Dunn in his report to the next Legislature to mention this, so that it could be rectified, either providing the State Treasurer to give receipts as State Treasurer, or make it so that the County Treasurers, or that their money should be secured by the State the same as all other State money. Mr. Dunn told me then he did not know but he would take the matter in hand, and would recommend it to the next Legislature.

Q. You told him in that conversation that the State Treasurer was issuing receipts for those special deposits? A. Yes, sir.

Q. And in the name of the State Treasurer? A. Yes, sir. And I told him then I did not think it was right that any official should use his name as an official where it was not official, but the only omittance that we made in giving the receipt was to omit to put the seal of the office on it. I knew at the time it was wrong; yet I knew that as long as this custom was going on, and as long as the State Treasurer was a good, honest man, there was no danger whatever. For this reason, because we did not know who might come into the office, and for the security of those County Treasurers who always labored under the belief that those deposits were actually secured by the same security as all the balance of the State money, that they certainly ought to be notified, and something done to rectify this matter.

Q. You found out, as a question of law, that you had no authority to issue these certificates and receive these deposits? A. I found out as long as there was a good honest man in the office there was no danger, the same as any other business; but, at the same time, if somebody should come in, and especially the State Treasurer, who has the right to appoint his deputy, that something might turn out one of these days.

Q. You found out, as a matter of law, that the State Treasurer had no right to receive these special deposits, did you? A. I found out—I think the State Treasurer has the right to accommodate some of his friends, as they have their things in there for safe keeping, the same as any other private citizen has. If I had a safe and anybody wanted to be accommodated, I would put something in there for safe keeping, and he would take that same privilege, I suppose. We had boxes—tin boxes—there, with valuables put in them; but this was a

special deposit. There was a sword down there—I believe it is there now in the State Treasurer's office—at least it was in my time.

Q. Did not you find out it was simply a matter of individual liability instead of a State liability? A. Yes.

Mr. Chandler—You believe, Mr. Weil, that the County Treasurers believe that they were secured the same as on any other funds there? A. Yes, sir.

Q. They had no idea that the Treasurer alone was responsible? A. I do not think that one out of a dozen had any idea it was only a personal responsibility. I think the majority, and a large majority, always thought that the State Treasurer, and the State Treasury, and the State Treasurer's bonds, were just as much liable on those deposits as on the State's money.

Q. They believed it was the regular way of doing business? A. Yes, sir.

Mr. Wallis—The reason of your having a conversation with Mr. Dunn, and calling his attention to this state of affairs in the office—what was the reason of that; was it on account of young January's profligate habits, or had you heard something of that? A. Of course, I heard a good deal about it, I must say. I have been on very intimate terms with Mr. January, but at the same time I have heard right from his own tongue that young Mr. January was in the habit of gambling. I heard that in the City of San José, when I attended the business of our Grand Lodge meeting down there, and it was intimated to me he was in the former time in the habit of gambling.

Q. That was one of your reasons for speaking to Mr. Dunn? A. That was one of my reasons for speaking to Mr. Dunn. Yet I told him I did not wish to be understood that I made any charge against Mr. January. Regarding special deposits, they were always kept in a separate book. They were kept separate from the State moneys. The books, or the one book which we have had, I took a special pains to keep that myself.

Mr. Kellogg—The only account that you had of special deposits was on the stubs of the receipt? A. We had a special book for that.

Q. You had a special deposit book? A. Yes, sir.

Q. Did you turn that over to Mr. January when he came into office? A. Yes, sir; I took the pains to make out a new book entirely as the old book; there were a good many who had paid in money, and, in order to give him a clear start, I gave him a new book, a special journal and ledger combined, one of those common books—a three-quire book—and made out all the special deposits, everything that was in there.

Mr. Wallis—You had that printed at the State Printing Office? A. I got that book from the Secretary of State.

Mr. Foster—How much did you turn over to January? A. I brought my receipt over which I received from Mr. January. There is the receipt which I received from Mr. January. It was $137,488 49. The receipt shows, "Received of John Weil, late Treasurer of State, the sum of $137,488 49, being the amount in the State Treasury as special deposits, and to be applied for the redemption of the outstanding certificates of deposit on presentation of the same properly indorsed;" and I have here Mr. January's signature, and he also went and put his official seal to it. At the time I turned it over I must confess I felt a little delicacy in the matter. It was quite an

item, and a good deal of money, and I even consulted and stated to my deputies that if I wanted to do justice to myself, and justice also to the depositors, I ought to take this money which was left with me as special deposit and place it in some good bank, subject to the redemption of those outstanding warrants with my name on them. But as this had been done, term after term, for the last fifteen or eighteen years, and I was making an exception, and I thought probably that would not look well.

Mr. Chandler—If you felt in that way as regards yourself, did not you think that these County Treasurers ought to have been informed just exactly the position they stood in? A. They ought to have been informed, yes. But, Senator, it is this way; you know there is always a delicacy in matters of this kind. I had received it from my predecessor in the same way; my predecessor had received it from his predecessor in the same way. If I, especially as belonging to another political party, and a different political party coming into power, why, there might have been some talk about it which I wanted to prevent. That is the only reason. This is the receipt from every county; the number of receipts out, and with each receipt the amount which each receipt called for. I always watched out a little, and looked out, though I never went into the State Treasury, but I found out, until my certificates had all been in and presented and paid, and after that was done my responsibility ceased.

Mr. Chandler—It never was the custom during your administration of the office to count this money on the counter to the parties; you transferred it into the special fund as you saw fit after they had gone? A. Whenever a party made a settlement, and there was any money left—for instance, the party had $2,000 or $5,000 or $6,000 over, in his settlement, and he wanted a special deposit for it, I always took the money, no matter if it was at that time in the General Fund, and placed it in the special deposit.

Mr. Chandler—But he knew nothing of it? He supposed it was in the Special School Fund? A. I have reason to believe he did not know anything of it.

Mr. Wallis—And these special deposits were paid the same care and attention as though they were general State funds? A. They receive the same care and attention as though they were general State funds, and in fact more than the others that I have stated. The books of all the others were kept by the book-keepers; the book of the special accounts were entirely kept by myself.

Mr. Kellogg—Look at that, please, and state what that is [handing stub-book to the witness]? A. That is since my term. We treated all those certificates of deposit and everything the same as we do State warrants or the State accounts. Yet at the same time it was not under the State Board of Examiners' control. Whenever a certificate was paid and returned, I pigeon-holed it. I do not know whether they have a pigeon-hole now. At that time one was specially provided in which all the returned and satisfied certificates of deposit were placed, and they certainly ought to be down there now at the present time.

Mr. Wallis—What does the special deposit of these counties consist of? Is it coin, currency, or warrants, or what denomination of funds or money, during your term of office? A. The money which I received from my predecessor consisted entirely of gold and part silver—enough silver to make change. During my term of office

there never has been one silver dollar of legal tender or currency in the special deposit. All the special deposits were gold and silver. The silver part was only the fractional part of five or ten dollars. The balance was all gold, as it was very unhandy to keep in the same place where we kept this special deposit, to keep any currency.

Q. Did you ever, in your term of office, make change and put in currency and take out coin? A. No, sir. The amount which was turned over to the late State Treasurer, Mr. January, consisted also of the same specie—of gold and silver—no currency whatever being in the amount.

A. F. Chapman.

Called by the committee and sworn.

Mr. Kellogg—What official position did you hold in the State Treasurer's office, Mr. Chapman, under Mr. January? Answer—I was day Watchman, the same as with Mr. Weil. My duties, however, were quite different. I was the only one of the old officers that remained; and as I was familiar with the books in the office, Mr. January requested me to give his son Arthur instructions, and I did so.

Q. At the time the office was turned over from Mr. Weil to Mr. January, what do you know concerning the turning over any money on hand in the special deposit? A. I was present during Mr. January's term. I had been day Watchman, and during all that time had the care of the money belonging to the State in the special deposit. Of course I do not know the amount that was turned over, but I know the character of the money. It was all gold coin.

Q. Where were those special deposits kept during the term of Mr. January? A. The same place as during Mr. Weil's term—in the cases. There is a case that can go into the vault on the left hand side with iron doors, divided into compartments, and the first compartment on the left hand side was where the special deposit was kept.

Q. Mr. Weil testifies he turned over about $137,000; how were those sacks marked? A. There was only one sack marked. The compartment was marked "special deposits," and the sacks were $20,000 in a sack. Of course the sack containing a less amount—a split sack—was marked with a tag, which was changed as the money was put in or taken out, and the last figures on the tag showed the correct amount in the sack. The others were all $20,000 sacks.

Q. Do you know what had been the custom in receiving special deposits, and how they were placed in the sacks? A. Yes, sir; I do not think, during Mr. Weil's term of office, that any money was placed in the special deposit nor taken out except I did it. After a settlement had been made with a County Treasurer Mr. Weil would tell me to put so much into the special deposits, or if the settlement had been made which came the other way, I would take so much out of the special deposit and put it in the General Fund of the State.

Q. In what class of currency or coin? A. Always in gold coin, except enough silver to make the fractional part necessary. No currency was kept whatever.

Q. What was the date that you left the State Treasury under Mr. January? A. First of February, 1884.

Q. Do you know anything of entries being made in books in

regard to these special deposits? A. Yes, sir; Mr. Weil kept a book. It was a journal and ledger combined. It was the only book he kept posted right from the stubs.

Q. During your stay in the office with Mr. January, were any special deposits made, to your recollection? A. Yes; the principal work during that time was in making settlements, and a good many of them would have a small balance still left, and leave it as a special deposit, and get a deposit receipt for it.

Q. Was an entry made for those in some book by Mr. Weil? A. Yes; just the same. Mr. Weil had made out a new book, showing the balance at the credit of each, and that was turned over.

Q. Do you know of any of these special receipts for special deposits being sent to the Controller, or coming to that office, for him to make the settlement? A. Yes, sir; I won't say during the month I was with Mr. January, but previously, during Mr. Kenfield's term, I know Treasurers, in making their settlements, two or three of them sent their receipts to Mr. Kenfield for him to make their settlement. I won't say that it happened while I was there with Mr. January.

Q. Do you know of the State Treasurer making any settlement, through the Controller, with the County Treasurers, without their being present? A. Yes; a good many times.

Q. Do you know of it during Mr. January's administration? A. I do not remember now; I hardly think there was.

Q. Not to your recollection? A. Not to my recollection. The Treasurer of Sierra County always settled through Mr. Weil. He was an old friend, and always sent right to him, and he acted for him.

Q. Mr. Weil went to the Controller's office and acted for him in making a settlement? A. Yes.

Q. Had you any knowledge, up to the time of Arthur January's arrest, of any irregularities in the Treasurer's office? A. No, I had not. I met Mr. January several times in San Francisco, and asked him how he was getting along, and he told me very nicely indeed, making the remark: "You know that I can depend on Arthur, and the business is all kept straight with him, just as you instructed him."

Mr. Foster—How long did you remain in the office after Mr. January went in? A. One month. During that time the office was run just exactly the same as it was when Mr. Weil was there. Mr. January left everything to me, and there was no change made in the office whatever. The special deposit was kept entirely separate from the State's money. Every day, after making settlement with the County Treasurers, the money was segregated and placed where it belonged in the special deposit.

Mr. Chandler—Were the bags containing this special deposit ever sealed when they were filled to $20,000? A. No, sir.

Q. The State's money is sealed? A. No, sir.

Q. Never? A. Sometimes. At one time when the Board of Examiners came into the office there was a large lot of money, and they did not care to handle it the second time, so they sealed it and put their own seal on it, and the next time they looked at the sack; if the seal was not broken, it was all right. Of course the State Treasurer could break the seal any time he thought fit to.

Q. That is a part of the Watchman's duty, is it not, when there is money to be transferred from one fund to another, to count the

money? A. It always was while I was there, and during the portion of the time I was with Mr. January. Mr. Rankine was there also, and I was instructing him in his duties.

Mr. Chandler—The Deputy Treasurer would have that power to order the Watchman to transfer money? A. Yes; the Watchman would not know necessarily what his business was unless he received orders from somebody, and the deputy has the same power as the chief.

Mr. Wallis—Would you think it was possible, while you were in the office there as Watchman, for $40,000 to be taken out, without any county settlements having been made, and your attention not be called to the fact of its disappearance? A. I should say it was an absolute impossibility. It would have been with me.

Q. You think it would have excited your suspicions that things were not going right if you had seen these sacks depleted from day to day? A. As I said before, when I was there all the changes made in the special deposits were made by me, and if a tag had been changed in any different handwriting, the first time I looked at it I would notice the change in the tag, and I would have thought something about it, and if there had been no settlement with the County Treasurers I would have inquired the reason.

Q. But it would not have been your duty to examine the books and see the reason of the change, as Watchman? A. Not as Watchman; but while I was with Mr. Weil I was under $20,000 bonds, and I looked out for myself. I always had a particular care of the money, and I felt interested to know the condition that the money was in.

Mr. Chandler—Have you any reason to believe that these County Treasurers knew that their moneys were to be segregated and put into a special deposit fund when they received these special deposit receipts? A. I have heard Mr. Weil say to County Treasurers, or explain to them, the condition of the matter. I have heard him remark to them, "This is not in the State Treasury," or words to that effect. I do not doubt that a good many of them must have known; they had been here for years, and knew all about it.

Q. Do you believe that they knew that the State was not responsible to them for the money? A. That is rather a hard question to answer.

Q. That is the very point that we want to get at. I am anxious to arrive at that. Did they think their money was just as safe in there, and they had the same security as if they held any other warrant?

[Mr. Kellogg objected to that question.]

Mr. Chandler—I want to find out whether the Treasurers believed they were doing business regularly and safely with the State? A. The only conversation I ever had with one of them was since this affair happened, that I remember of, and that was with Mr. Hathaway. He said then he knew nothing about the shape of the matter. He thought it was perfectly legitimate, and according to law, but of course I do not want to express an opinion as to what they might have thought, because some might have thought one way and some another.

Q. From the business relations that you have had with the County Treasurers, did those County Treasurers believe their money to be safe in the State Treasurer's office—as safe as any other State money? A. I can only answer the question in a roundabout way. I have heard the Treasurers in the office talking about the matter when they

received their receipts, and the question with them would be whether the Board of Supervisors, coming to examine their accounts, as to how they would look on these receipts, whether they would consider them as cash or not. None of them seemed to have any idea in their own minds but that the money was perfectly safe, and some of them I know told me that their County Supervisors counted them as cash, frequently, and some of the Treasurers did not ask them to do so; they had money of their own, at times, or they managed it in some way so that they did not require to do so.

Mr. Kellogg—When the new State Treasurer went into the office and the transfer was made from the old Treasurer to the new of those special deposits, were the County Treasurers consulted; do you know anything about that? A. I answered the question to Mr. Wallis. I say I think they knew knothing about it. I do not think they were consulted. I do not think he consulted any of the County Treasurers.

An adjournment was here taken till half-past nine o'clock to-morrow morning.

Sacramento, February 24, 1885.

Meeting of the Senate Special Committee to investigate the defalcations in the office of the late State Treasurer, W. A. January.

C. F. Webber.

Called by the committee and sworn.

Mr. Kellogg—Where is your residence? Answer—Sacramento.

Q. Are you acquainted with A. D. January? A. Yes, sir.

Q. State what you know concerning any losses incurred by him in gambling during the years 1883 and 1884? A. Well, I do not know much about his gambling.

Q. You knew of his making losses? A. He made two or three plays against me; yes, sir.

Q. Do you know the extent of those losses in those plays? A. I do not exactly; no, sir.

Q. Can you estimate it? A. Well, he lost two or three or four thousand dollars, I suppose.

Q. What was the character of the money which he lost at those sittings? A. I guess it was paper money, all of it. I could not say all of it, but probably the majority of it was paper money.

Q. Was it in large denominations? A. I think they were a thousand-dollar bills. That is the largest amount of them. I could not say, whether it was gold notes or legal tender, or what it was.

Thomas Bragg.

Called by the committee, sworn, and testified.

Mr. Kellogg—You reside in Sacramento, Mr. Bragg? Answer—Yes.

Q. Are you acquainted with A. D. January, formerly Assistant State Treasurer? A. Yes, I am—not personally, I know him by sight.

Q. Do you know of any losses made in gambling by him during the year 1884? A. I have seen him playing at a faro bank and shaking dice, that is all that I know of.

Q. Do you know the amount of any losses that he made? A. I believe that he lost two or three thousand dollars shaking dice, but I do not know how much playing faro.

Q. What was the character of the money? A. It was paper money I seen.

Q. What were the denominations of the bills, large or small? A. $100 and $500. That is the biggest that I saw.

Q. Do you know of his meeting with any losses betting on horse racing? A. No, sir.

[Stub-book produced, commencing February 3, 1876, and ending January 18, 1884. Total number of receipts issued in this stub-book, 418.] Marked on back "Special Deposit Receipts."

Matt. Karcher.

Called by the committee and sworn.

Mr. Kellogg—Your residence is in Sacramento? Answer—Yes.

Q. Formerly Chief of Police? A. Yes.

Q. Are you acquainted with A. D. January? A. I am not.

Q. You know him by sight, do you? A. I do not think I would know the gentleman if I should see him; I may and I may not.

Q. Do you know anything about this case? A. I never knew anything of it until two days afterwards.

J. P. Dunn.

Called by the committee and sworn.

Mr. Kellogg—Any statement which you desire to make you can make now in reference given in the testimony of Mr. Weil yesterday? Answer—I have no doubt that Mr. Weil was correct in the statement he made yesterday. I would not have been particularly convinced from that statement that there was a necessity to go into any long details about the matter, for the reason that I supposed that it was wrong for the State Treasurer to receive these special deposits, and I did not feel inclined to make any such a recommendation to the Legislature, for the reason I have stated—that the matter has become so prominent that every member of the Legislature knew as much as I did, if not more than I did, and I had no doubt there were special moneys being received by the State Treasurer, and I supposed that some kind of a receipt was given by the State Treasurer to the parties leaving the money there. But what I tried to impress upon you, gentlemen, was this: that I had never seen any of these special deposit certificates; that I did not know anything about those special deposit

certificates, because I wanted to impress upon your minds, for the reason because those special deposit receipts had been gotten up, I supposed, in the State Printing Office, they were looked on as a State document, and thought that some countenance of it ought to be taken by the State Controller. The clerk in the office called my attention to the fact, a short time after he came in, of one of these special deposit receipts lying on the desk, by the young man O'Reilly, who makes those settlements with the County Treasurers. I think Mr. Boston was in there. It is barely possible that I may have seen that special deposit receipt. He says that he believed it was brought there by Wells, Fargo & Co., and left it there for a moment or so, and Mr. Boston, who is in San Francisco, working for the Central Pacific Railroad Company, who might be allowed to testify as to whether he ever called my attention to it. If I did I have entirely forgotten. I was shown one of these certificates of deposit after the deficiency was discovered. I want to say that, because if Mr. Weil made that statement, I suppose that he did; but he seemed to think that I desired to conceal something, which was not the fact.

Mr. Chandler—Mr. Weil did not try to convey any such impression; you got your impression from the papers, I suppose? A. I do not think that Mr. Weil endeavored to place me in a false position, as I think he is too much of a gentleman for that; I do not remember all he said; he said a number of things to me, but I do not remember; we talked about one hour or one hour and a half, and he seemed annoyed at the fact that Mr. January was drinking, and the money he had received on special deposit receipts were yet out, and he felt personally responsible for it. I do not believe that he tried to create any false impression about my position.

Charles C. Brown.

Called by the committee and sworn.

Mr. Kellogg—You reside in Sacramento, Mr. Brown? Answer—Yes, sir.

Q. Are you acquainted with Arthur January? A. I know him by sight; that is all the acquaintance.

Q. Do you know anything concerning any losses made by him during the last year, in Sacramento, in gambling? A. I saw him gambling on two occasions; once at the State Fair, and another time about the corner of Fifth and K—it used to be called the Lardner building. I stopped in there to get a cigar; after I got my cigar and lit it, the man behind the counter said to me, "if you want to play poker there is a game in the next room." I play poker sometimes, so I stepped in there and saw what they call a stud-horse poker game going on. I never took much stock in stud-horse poker, and when I was in there I saw him playing, and he fetched some greenbacks and threw down a $100-bill, and I stood and looked on a few moments and went out. I had seen him before at the State Fair buying pools there, and fetching out greenbacks, and I asked a man by the name of Zeke Walters who that man was, and he said it was young January. I says, "who is young January?" He says that "he is the son of the State Treasurer." I says, "does he have access to the State money?" He said "yes." Then, says I, "he is playing off State's

money." "Oh, no, his father is rich," said he. I says, "he never would play that way with his own money." "He has got plenty of money of his own." I says, that "you will be apt to hear of him after this;" and the next place I saw him was playing stud-horse poker, and the next I heard of him was here.

Q. Your conviction was fulfilled? A. Yes.

Q. What were the denominations of the bills? A. One hundred-dollar bills.

Q. He did not use any coin at all? A. I never seen none. I have not been in this house before in five years. I never go around Court Houses, or places of that kind. I own considerable property, and I rent them, and sometimes I deal faro, sometimes play poker. I see there is a bill up here to kill gambling.

R. E. Hartley.

Called by the committee and sworn.

Mr. Kellogg—What official position do you at present hold? Answer—Bookkeeper in the State Treasurer's office.

Q. We have here a stub-receipt book, indorsed "special deposit receipts." The first receipt is number one, is dated February 3, 1876, and closing in January, 1884. Did you find that in the Treasurer's office? A. I did not find it there. The Watchman just brought it in a few minutes ago. I looked over and could not find any in the vault. That book was taken from the vault this morning.

Q. How long have you been connected with the Treasurer's office? A. I started there the first day of last September.

Q. In your examination of the books in that office did you find a journal and ledger in which was kept a record of special deposits made by County Treasurers? A. No, sir. I know nothing of the receipts of the County Treasurers, because I came there after the settlements in January, and the only settlement made since then was one in January, after which the receipts were refused—those receipts given by Mr. January.

Q. Have any special deposits been made since December, that you are aware of, up until the thirteenth of November? A. No, sir.

Q. I find here a receipt on the stub-book, dated October 13, 1884, R. B. Hathaway, $90,000? A. I left that office about the seventh or eighth of October, and was gone for two and a half weeks away from the office, and way down in San Joaquin County and Stanislaus—was sick and away from here.

Q. I find an entry of November 7, 1884, W. H. Hathaway, of Contra Costa County, amounting to $28,000. Canceled November 13, 1884, showing the money was on deposit from November seventh to November thirteenth; canceled November thirteenth, W. A. January, by A. D. January? A. I knew nothing of it until after it occurred. I hardly think so. They probably got wind of the affair of his gambling, and probably drew his money just in time.

Q. In keeping the books of the Treasurer's office, you had nothing to do with the accounts of special deposit whatever? A. No, sir; I had just my warrant book, cash book, ledger, and report book. All receipts were attended to by the Deputy. I have looked all over for the book you want. If we could get Mr. Chapman in there; and

he came in there and looked where he thought it was, and it was not there. I might look in the vault again and be able to find it.

Q. Do you have anything to do with the counting the moneys in the State Treasury; did you assist in the counting last week? A. No, sir.

Q. Do you know what the difference was in the money found in the treasury and the Treasurer's office, and the Treasurer's books and the Controller's books? A. I do not know exactly; no, sir. I know there is some little difference—an excess, but I do not know the exact amount.

Q. At the time you went into the office, do you know the amount of the special deposits that were on hand? A. No, sir.

An adjournment was then taken until nine o'clock to-morrow morning.

SACRAMENTO, February 25, 1885.

Meeting of the Senate Special Committee to investigate the defalcations in the office of the late State Treasurer, W. A. January.

A. E. SHATTUCK.

Called by the committee and sworn.

MR. KELLOGG—What official position have you held for the last two years past? Answer—Deputy Secretary of State.

Q. Up to the present time? A. Yes, sir.

Q. In the month of November did you, acting under the behalf of the Secretary of State, with one of the members of the Board of Examiners, assist in counting the money in regard to the funds on hand at that time? A. I did, sir.

Q. Have you a statement of the amount? A. Yes, sir.

Q. Please give that? A.

STATE OF CALIFORNIA,
County of Sacramento. }

George Stonemau, Governor, and Thomas L. Thompson, Secretary of State, being a majority of the Board of Examiners of said State, say at their last counting of the moneys in the State Treasury, made to include the transactions to the close of business on November 13, 1884, they ascertained the amount required to be on hand, according to the statement of the Controller, to be $1,164,306 77, and found the amount actually on hand to be:

Gold	$797,190 50
Silver	1,201 70
Currency	243,504 00
Redeemed warrants	122,410 37
Total actually on hand	$1,164,306 57
Deficiency	20

GEORGE STONEMAN, Governor.

THOMAS L. THOMPSON, Secretary of State.

Subscribed and sworn before me, this November 13, A. D. 1884.

W. W. MORELAND,
Clerk Board of Examiners.

Q. Does the amount as specified in that statement agree with the books in the Treasurer's and Controller's office as to the amount of

State funds on hand which should be there? A. The total funds actually was $1,164, 306 57, and by the Controller's statement we find there should be $1,164,306 77. There was twenty cents less on hand than there should be.

Q. What examination, if any, took place in regard to these special deposits? A. After that count was over the Governor and Secretary of State asked if there were any special deposits there, and young Mr. January said there was, and he was asked to bring them up. He brought out the sack. We took the stub-book and found out from the various sums there was on special deposit $53,752 77, and then we counted the money. There should have been that much, but there was only $14,210 50.

Q. What was the character of that money on hand in that special deposit? A. I think all gold, with perhaps a handful of greenbacks—something of that kind. My recollection is not distinct about that.

Q. Your general impression is that it was all in coin? A. The $14,000 might have been all coin. I think there was a handful of greenbacks. That was in the sack, and a handful of greenbacks, and an envelope, and something else. There could not have been much greenbacks. The difference between the amount on hand and the total of the special deposit was just $39,542 27, which was the amount of the deficiency as found to exist.

Mr. Wallis—At the time that you made that count of money, did you find any book there with a journal and ledger account of the funds from the different counties. A. That were on special deposit?

Q. Yes? A. No; nothing but this stub-book. The receipts had been taken out and the stubs left.

Q. That was the only book that you found? A. That was all.

Mr. Kellogg—Do you know what became of the money on hand claimed as special deposits after this count, and before Mr. January went out of office? A. I think there was a suit brought to determine who was really entitled to that money, and my recollection is that Senator Cox was appointed Receiver, and the money was paid over under an order from the Court to Senator Cox.

Q. By order of the Court? A. Yes, sir.

Q. Did you make a search for any book in the Treasurer's office of the different accounts kept with the County Treasurers? A. We asked him for his record of special deposits, and he brought out this receipt book with stubs, but we did not make any search.

Q. You did not have any knowledge that they had a book of that character? A. No, sir; when we asked him for that record he brought out this book. We supposed that was all, and did not go any further into it, but took that book.

D. J. Oullahan.

Called by the committee and sworn.

Mr. Kellogg—What official position do you now hold in this State? Answer—State Treasurer.

Q. When did you go into that office? A. The second day of December of last year.

Q. You are the successor of W. A. January? A. Yes.

Q. At the time you went into office, have you a statement of the money on hand which you received? A. Yes.

Q. Please furnish it to the reporters? A. Statement of coin, currency, bonds, coupons, and special deposits of securities of insurance companies, per Section 618, Political Code, in vaults of State Treasurer's office, December 26, A. D. 1884, at 11:50 P. M.:

Gold coin	$699,743 00
Silver coin	379 94
Bonds held in trust for the State University, with proper coupons attached:	
State of California bonds	952,500 00
County bonds	419,000 00
Bonds held in trust for State School Fund, with proper coupons attached:	
State of California bonds	1,737,500 00
County bonds	371,400 00
Relief of James Saultry bonds	----------
Santa Clara County bonds	24,500 00
Coin, currency, bonds account, State School and University Funds, and James Saultry relief bonds, amounting to	$4,447,810 94
Coupon money	22,125 00
On account special deposits of insurance companies' securities, per Section 618, Political Code, consisting of United States registered bonds	250,000 00
Mortgages, notes, deeds of trust	260,160 00
Relief of James Saultry bonds	500 00
Total	$4,980,595 94

Received the above from Wm. A. January, this twenty-sixth day of December, A. D. 1884, being the full amounts belonging to the State of California, according to the books of the Controller's and Treasurer's offices.

D. J. OULLAHAN, State Treasurer.

Q. At the time you went into the office was there any money on hand as special deposits? A. No, sir.

Q. And you have received none since? A. No, sir.

Q. In examining the records of the Treasurer's office have you found a ledger and journal containing an account of the special deposits from the different counties with the State Treasurer? A. No, sir.

Q. Have you made an examination? A. I have.

Q. And no such book can be found? A. No, sir.

Q. Have you found a receipt book, and old stub receipt book, showing these special deposits away back to eighteen hundred and seventy-six? A. I cannot find any anterior to that. You have had them before you, I believe, or I would have brought them.

Q. Do you know what became of the old stub-books prior to eighteen hundred and seventy-six? A. I do not know, sir.

Mr. Wallis—Did you ever have any information that such a book, that Senator Kellogg refers to, was kept in the office? A. There was a subpœna served on us by the Court to bring it there, and only a few days ago I searched for it and never could find it; and Mr. Weil went with me and we could not find it, and I understand that one of the former Watchmen went into the place where it was always kept, and could not find it. Nothing but stub receipt books could be found. A great many old books are there.

Q. You think the stub-book for the special deposit receipts, if there were any in the office, could be found there now? A. Yes.

Q. You cannot find anything further back than 1876? A. Nothing further back. When this money was counted we found it to be exactly what should be there, and fifty-three cents over.

Q. If there was any former receipts prior to eighteen hundred and seventy-six, would not the original receipts be there canceled, or ought not they to be there? A. I do not know what has become of them. They have been canceled on the stubs.

Q. Suppose there is no stub-book further back than 1876, would not those receipts in settlement be there? A. I do not know of any—I have not found any.

Q. Would not these canceled receipts be vouchers for the various counties? A. It is marked in red ink where they are redeemed. It is marked settled in red ink with the initials. There are no other receipts that I have seen anywhere, just the mere canceling on the stubs.

MR. RANKINE.

Recalled.

MR. KELLOGG—At the time when Mr. Oullahan took the office as Treasurer, were you called upon to come and assist in counting the money? Answer—No, sir.

Q. Please state to the committee what connection you had, if any? A. To Mr. Oullahan?

Q. At the time he took the office? A. I came to Sacramento with Mr. Oullahan to take the office on the morning, and I went into the Controller's office with him. Then Mr. Fugitt, the Watchman, had a key to the Treasurer's office. I went into the Treasurer's office and Mr. Oullahan went into the Controller's. We then started for the Treasurer's office, as I supposed to take possession. Mr. Oullahan turned to me and said, "I will see you in a minute," and I saw nothing more of Mr. Oullahan till midnight, at the Golden Eagle Hotel. I did see him. I went into the office in the afternoon with Mr. January. They were counting the money.

Q. Did you understand that on account of your occupying the position that you had, as day Watchman under the former Treasurer, that you were deemed a necessary part in taking possession of the funds of the State Treasury. Did you suppose that you were called there to assist, or was that the understanding, at least? A. The position I occupied before was the reason of my being called at that time?

Q. Yes? A. No, not necessarily. Mr. Oullahan was appointed Treasurer. I and Mr. Fugitt were his Watchmen. I knew nothing until I came here at midnight.

Q. Was any explanation for not calling you in to assist in the counting given you? A. He gave none. He only made a suggestion for me to still lay off. I made some objection to being a Watchman there, as I did not think it was proper for other Watchmen to tie up the money and put it away.

Q. What do you mean by that? What do you mean by tying it up? A. When Mr. Weil came in possession, Mr. Weil brought the money out and it was counted. The other Watchman then took charge of the money, and if there was any shortage in a sack, the supposition would be they must explain it.

Q. When you went out from the position as day Watchman, just explain what you understand by tying up and putting away. Do you mean that you ought to have had an opportunity to see the money counted and delivered over—or what? A. If I was a Watch-

man in a building, I would like to see the money tied up. That is his duty, to tie it up and put it into the vault. It is left entirely to him.

Q. You deemed yourself responsible for the delivery of it to the succeeding Watchman? A. Yes.

Q. If you have anything further bearing on the case, please state it. A. I have nothing further.

Special deposits turned over by John Weil to W. A January:

No. 342, Alpine	$23 28
No. 354, Alpine	523 75
No. 362, Alpine	427 00
No. 340, Calaveras	505 34
No. 352, Contra Costa	5,000 00
No. 341, Humboldt	2,208 28
No. 351, Humboldt	3,000 00
No. 353, Humboldt	5,000 00
No. 346, Mendocino	17,053 58
No. 360, Mendocino	20,000 00
No. 363, Mendocino	6,000 00
No. 357, Monterey	5,000 00
No. 358, Monterey	10,000 00
No. 359, Monterey	10,000 00
No. 364, Monterey	10,000 00
No. 365, Monterey	10,000 00
No. 361, Nevada	4,000 00
No. 355, Placer	400 00
No. 344, Plumas	4,020 39
No. 343, Santa Barbara	244 91
No. 339, Sierra	1,831 96
No. 348, Sonoma	20,000 00
No. 366, San Diego	250 00
	$137,488 49

"SACRAMENTO, January, 1883.

"Received of John Weil, late Treasurer of State, the sum of one hundred thirty-seven thousand four hundred eighty-eight and forty-nine one hundredths ($137,488 49) dollars, being the amount with State Treasurer as special deposit, and to be applied for the redemption of the outstanding certificates of deposit on presentation of the same, properly indorsed.

"WM. A. JANUARY,
"State Treasurer."

O

MAJORITY REPORT

OF

ASSEMBLY SPECIAL COMMITTEE

APPOINTED TO

Investigate the Office of Clerk of Supreme Court.

MAJORITY REPORT.

Mr. Speaker: Your committee, appointed to investigate certain charges made by E. Leake against J. W. McCarthy, Clerk of the Supreme Court of the State, beg leave to submit the following report:

The charges made against said J. W. McCarthy may be summarized as follows:

1. That he caused to be written to his deputies a letter, in which he demanded of each the sum of $300, to meet his election expenses.

2. That, besides items reported in the supplemental report in March, 1884, and hereinafter referred to, he has collected and embezzled a large amount of the money belonging to the State, and should now be compelled to pay the same into the State Treasury; and that some of the items making up the total of such amount embezzled, are the following:

January 16, 1883, disbarment of Goff, fee	$10 00
July 5, 1883, Hinds vs. Marnilego, copy of opinion	3 25
August 8, 1883, McCreary vs. Fulton, writ of error	71 50
February 24, 1883, Martin vs. Durand, filing papers	2 00
July 31, 1883, Wright vs. Roseberry, filing papers	50
December 17, 1883, Campbell vs. Superior Court, collected for certificate and seal, $2 40; paid into the Treasury, $1; deficiency	1 40
January 23, 1884, St. Helena Water Company vs. Forbes, fees collected, $3 75; paid into the State Treasury, $1; deficiency	2 75
November 22, 1883, De Laviego vs. Warren, fees collected, $1 50; paid into the treasury, $1; deficiency	50
November 23, 1884, De Laviego vs. Warren, fees collected, $1 50; paid into the treasury, $1; deficiency	50
January 23, 1884, Kenny vs. ——, fees collected, $1 90; paid into treasury, $1 40; deficiency	50
Fee for writ of error, in case of Martin vs. Thompson	70 00
Fee for writ of error, in case of Reis vs. Lawrence	70 00

3. That the fee of $71 50, collected in the case of McCreary vs. Fulton, was properly entered upon the cash book in the Los Angeles office, but afterwards erased upon the order of McCarthy, and that it has never been accounted for.

4. That Mr. McCarthy destroyed certain reports furnished by his deputies, and made, or caused to be made, other reports, in which certain fees shown in the original reports were omitted.

5. That he instructed his deputy or deputies to erase from the fee book certain fees collected, all of which were proper charges and due the State.

6. That he has made and had allowed against the State and in his form items of expense, some of which have never been incurred by him, and others of which were in excess of the actual amount expended, the following being the items specified:

a. That in January, 1884, he came to Sacramento to make his monthly report, that he returned the same day, had but one meal in Sacramento, walked up from the depot and rode back on a street car, and charged the State as expenses of the trip, $6 for hotel bill, and $2 for hack hire.

b. That he charged the State $6 fare from San Francisco to Sacramento and return, when it is only $5.

c. That he charged the State $43 railroad fare from San Francisco to Los Angeles and return, when a round trip ticket only cost $43.

d. That one of his San Francisco deputies visited Sacramento in January, 1884, on private business, and that McCarthy charged and was allowed against the State for the trip $13 for hotel, hack, and railroad fare.

e. That he charged and was allowed $10 for expressage on $10,000 from Sacramento to San Francisco, while the records fail to show any such statement.

f. That he has charged and been allowed for subscription to newspapers, one of which, at least, he has never paid.

CHARGE SEVEN.

That from the time he assumed the duties of his office in January, 1883, until the —— day of March, 1884, he collected and failed to account therefor to the State, fees, amounting in the aggregate to the sum of $2,104 50, and that he retained said fees to his own use, and did not intend to pay the same to the State, and would not have paid the same to the State if the Controller had not instituted an investigation of the affairs of his office. That upon the investigation being had, and the amount of the deficiency ascertained, he, in March, 1884, paid into the State Treasury the sum of $2,104, thereto omitted from his monthly statements.

Your committee, in the investigation of the charges above specified, have had submitted to them a large amount of oral and documentary testimony, and from a careful consideration of the same, submit the following as their conclusions, considering the charges in the order above stated:

1.

That Mr. McCarthy did not cause to be written to his deputies a letter in which he demanded of each, or of any of them, the sum of $300, with which to meet his election expenses.

That a letter was written to each of the other deputies by the deputy Williams, requesting them to contribute, each the sum of $300 towards defraying Mr. McCarthy's election expenses. That this letter was written without the knowledge of McCarthy, and he knew nothing of it until the clerks presented him a sum of money as a voluntary contribution towards defraying his election expenses.

2.

That all the items contained in specification two were explained by Mr. McCarthy to the satisfaction of your committee, and the amounts properly due the State therefor have been accounted for and paid to the State Treasurer.

3.

That Mr. McCarthy did not, at any time, instruct any of his deputies to erase from the cash book of the Los Angeles office the fee of $71 50 in the case of McCreary vs. Fulton, nor any part thereof, and

said fee was not erased from said book, or any book, and that said fee has been accounted for and paid into the State Treasury.

4.

That Mr. McCarthy did not destroy any reports made by his deputies, except as follows: He received from his deputy in Los Angeles, and also from his deputy in San Francisco, reports of fees made out in pencil, and sometimes informal. These he copied in making his monthly report to the Controller, and after copying, destroyed, or at least, did not preserve the reports furnished him by his deputy. There was no evidence introduced to sustain the charge, that in the reports so made by Mr. McCarthy he omitted fees shown in the report furnished by his deputies.

5.

That he never instructed any deputy or deputies to erase from the fee book certain or any fees collected, but on the contrary, instructed them all to keep accurate account of all fees collected.

6.

That the charges contained in Specification Six were all satisfactorily explained to your committee, and the evidence shows that in no instance has any improper or overcharge been made against the State by Mr. McCarthy.

7.

In regard to the fees omitted from monthly reports and contained in the supplemental report filed in March, 1884, the facts as shown by the testimony, were as follows: Mr. McCarthy assumed the duties of his office as Clerk of the Supreme Court in January, 1883. He thereupon appointed as one of his deputies his brother-in-law, J. S. Kilsby, and among other duties assigned to him he was to keep the financial accounts of the San Francisco office. He had the combination of the safe, and kept the accounts of money received. This position he held until in March, 1884. During the period above named, the books of the San Francisco office were kept in an unbusinesslike manner, and with a negligence that was almost criminal. No cash book was kept, nor any memorandum of the moneys received in any book by which it could be ascertained how much cash there was or should be in the safe belonging to the State. When it was necessary to prepare a monthly statement of fees collected, the only way to do was to examine the various books of the office, that were not intended as books in which to keep financial accounts, such as register of accounts, remittitur book, roll of attorneys, etc.

The only book in which any attempt was made to keep account of fees collected was a book denominated a "desk blotter," in which memoranda of various matters and of some fees collected were entered. But from the testimony of Kilsby, this book did not alone, at any time, furnish sufficient information from which to make a report of moneys collected and due the State.

After this unbusinesslike and reckless system had been continued for more than a year, the attention of the Controller was called to the fact that all the fees collected by the Clerk of the Supreme

Court had not been accounted for in the monthly report filed, nor paid into the State Treasury. He at once commenced an investigation, and with the help of McCarthy and his deputies, who rendered him all the assistance they could, discovered that there was unaccounted for and due the State fees amounting to $2,104 50. This amount was at once included in a supplemental report, and paid into the State Treasury.

The question suggested itself to the committee, "Why were not the items making up the $2,104 50 included in their appropriate monthly reports?" The testimony showed that in making up the monthly reports, McCarthy did not, at any time, examine the books of the office personally. He would request the bookkeeper, Kilsby, to give him a memorandum of fees for the month collected in the San Francisco office and in the Los Angeles office. This memorandum, informal and written in pencil, would be furnished, and McCarthy, on reaching Sacramento, would copy it upon a blank form, sign it, and file it with the Controller, and pay the amount shown thereby to be due.

With such a system of bookkeeping as prevailed, it is not surprising that some errors should have occurred, but we are unable to believe that so many items as were omitted from the various monthly reports could have been the result of mistakes merely.

We believe that Kilsby left out of the reports the larger portion of the items intentionally, and for the purpose of defrauding the State.

Were these omissions made with the knowledge or consent of McCarthy? The evidence showed that he did not examine the books at all for himself; that in making up the reports he trusted entirely to the memoranda furnished him by Kilsby; and the evidence does not satisfy us that before the investigation by the Controller was made he (McCarthy) was aware of the facts, that the monthly reports filed by him were incorrect.

That he was guilty of the grossest negligence and carelessness in the matter of keeping accounts of fees collected, and in not examining the books for himself, does not admit of a doubt; but that he willfully withheld any part of such fees is not satisfactorily shown by the testimony.

We are further of opinion, that the various monthly reports filed by McCarthy, and the supplemental report filed March 10, 1884, together, contain a full and correct statement of all fees collected by him, and the same have been paid into the State Treasury.

Respectfully submitted.

JOHN F. ELLISON.
C. T. JONES.
G. G. GOUCHER.

MINORITY REPORT OF THE COMMITTEE

APPOINTED TO

INVESTIGATE CERTAIN CHARGES

MADE IN THE DIXON TRIBUNE BY ONE ED. E. LEAKE,

AGAINST

J. W. McCARTHY, CLERK OF SUPREME COURT.

MINORITY REPORT.

Mr. Speaker: The minority of your committee, appointed to investigate the affairs of J. W. McCarthy, Clerk of the Supreme Court, beg leave to herewith present their report:

CHARGE ONE.

As to charge one, your committee find that letters were written to all the deputies by the deputy Williams, requesting each of them to pay to Mr. McCarthy the sum of $300, with which to defray the expenses of his election. That these letters were written by the deputy Williams, without the knowledge, or consent, or request, of Mr. McCarthy, and he knew nothing about the same having been written until the money was presented to him, which he accepted as a present from his deputies.

CHARGE EIGHT.

As to charge eight, it appears from the testimony that Messrs. McKune and George made a copy of a transcript, in the case of Myer vs. Brown, themselves, and presented it to Mr. McCarthy for his certificate and seal as to its correctness; that, without comparing the copy with the original records, he put his certificate and seal to it, and being at that time in doubt as to whether he was entitled to charge for making the copy, as well as for the certificate and seal, he received the sum of $15 (one dollar of which, the fee for certificate and seal, he paid into the State Treasury at that time), the total fee for copying, comparing, and certifying to the document, intending to investigate the matter, and if he concluded from such investigation that the money was improperly collected from McKune and George to return to them the $14, and if not to pay it into the State Treasury; but before he had arrived at a conclusion as to what to do with the $14, the investigation commenced, and he then awaited the result of the investigation, and paid the money into the State Treasury in the supplemental report.

CHARGE FIFTEEN.

The charges embraced in specifications numbered fourteen and fifteen were satisfactorily explained to the committee, and therefore we find that the same are not sustained by the testimony.

CHARGE SIXTEEN.

As to the charge that a writ of error has been issued in the case of Martin vs. Thompson, and that the fee for the same has not been paid into the State Treasury, we find that Mr. McCarthy, in his supple-

mental report, accounted to the State for a fee for a writ of error in a case therein named as Martin vs. Duran, and that the case of Martin vs. Duran, appearing in the supplemental report, should have been entered as Martin vs. Thompson.

As to the charge that he collected and failed to pay into the treasury a fee for a writ of error in the case of Reis vs. Lawrence, we find that the transcript was prepared by the Clerk in that case, presented to the attorney for the appellant, and that he refused, and has ever since refused, to take said transcript, or pay the fee due the Clerk therefor, and the transcript still remains in his office, and no money has ever been collected for the same.

CHARGE SEVENTEEN.

The explanation given as to the charge of $71 50, collected in the case of McCreary vs. Fulton, was entirely satisfactory, and exonerates Mr. McCarthy.

CHARGES EIGHTEEN, NINETEEN, TWENTY, TWENTY-ONE, TWENTY-TWO, AND TWENTY-THREE.

That with reference to charges eighteen, nineteen, twenty, twenty-one, twenty-two, and twenty-three, we find that the explanation with reference thereto is satisfactory, and therefore say that there was no culpability on the part of the Clerk of the Supreme Court in regard to said charges.

Regarding the charges not enumerated above we find as follows: Commencing with his incumbency in office as Clerk of the Supreme Court, McCarthy, whether intentionally or otherwise, we are unable to determine, kept his books in such a manner that the fees belonging to the State could not be ascertained without an elaborate examination of all the records of his office; that no cash book or other memorandum was kept during that time whereby it could be ascertained; that in his reports to the Controller of the amount received, he did not file the original accounts given to him by his various deputies, but took copies of such reports as were made to him, and destroyed or lost the originals which were given to him, and is unable to produce said original reports; and we have been unable to compare the reports of his deputies, which were given him, to ascertain where the omissions take place.

Mr. McCarthy, in reporting the receipts of the cash of the San Francisco office, never took this copy from the original desk blotter, but always had Kilsby make a pencil memorandum of so much of the receipts of the office as he and Kilsby desired to include in his monthly statement to the Controller. At no time did McCarthy take from this desk blotter himself the amount of the items of cash, and we have been unable to ascertain why the account was not taken from the original book itself.

It appears that during this time the moneys belonging to the State, which were not paid over by McCarthy every month, were accumulating in McCarthy's own safe, according to his own testimony and that of Kilsby; that this money accumulated in amount until it aggregated the sum of $2,104 50, and Mr. McCarthy testifies that every cent of this money was in the safe from the time it was paid to his deputies until the payment by him of the amount to the State, March

10, 1884. When he was informed, in Sacramento, prior to the investigation which resulted in the supplemental report, that he was behind in his accounts to the State, no intimation or mention was made by him of the fact that he had over $2,000 in his safe belonging to the State.

While it is true that Mr. McCarthy offered every facility in the examination of the records of his office, which were public, he never intimated or suggested to the Controller, or the expert employed by the Controller, that there was money in his safe belonging to the State—never suggested to them that the amount on hand in his possession belonging to the State might facilitate their investigation in ascertaining that amount.

Thus it will appear that there was an absolute suppression of the fact that there was a large amount of money, over $2,000 in amount, in the possession of Clerk McCarthy, and the question presents itself, whether a knowledge of that fact was confined to Mr. Kilsby alone.

We are of opinion that a knowledge of that fact was known to Mr. McCarthy, as well as to Mr. Kilsby, from the facts proved, and also from the fact that he testified that this money was put into his own safe; from the fact that he personally gave the report to the Controller every month, and swore each month that it was a full and correct account of the cash received by him, and from the fact that he had absolute control over the affairs of his own office.

FRANK J. MOFFITT, Chairman.
H. P. HAZARD.

CONTESTED ELECTION

OF

BUHLERT VS. LEARY.

Mr. Stone—I will give the exact state of facts, as taken from the testimony in a condensed form, as follows: The testimony of Leopold L. Aron, of the fifth precinct, watcher for the Republican County Committee, as to the counting of the ballots, shows that in the fifth precinct he saw the clerk who was calling off the names on the ballots use a ruler to guide him in calling the names. Saw the clerk scratch the name of Julius Buhlert, and running his pencil along the ruler. Witness saw the "Julius Buhlert" clear, and without a scratch, until after the clerk scratched the name. Is very positive, and knows the ballot was not counted for Buhlert; and knows when the ballot was taken out of the box the name of "Buhlert" was on the ticket, and was plain. Afterward saw that it was scratched. That testimony shows that Mr. Buhlert would gain one.

In the second precinct A. Hancock's testimony shows (and he was also a watcher to see that the count was correct), that he saw the caller on four different occasions call the name of "Leary," whereas Buhlert's name was on each of them. The caller corrected the mistake three times, but the fourth time he did not, and witness swears positively that he saw the name of Buhlert on one ticket without mark or scratch, which caller read for Leary, and it was counted for Leary, and was not counted for Buhlert. And in behalf of Mr. Buhlert in the second precinct, the ballot being counted for Leary, whereas the name of Buhlert was on the ticket, Mr. Buhlert would gain one and Mr. Leary would lose one.

Saw "Bradford" on one ticket, saw it plainly, and knows that caller read "Leary," and that the ballot was not counted for "Bradford," and whereas it should have been counted for Bradford it was counted for Leary. Leary, therefore, loses one.

In the fourth precinct D. T. Childs was Judge of Election. One ballot slight mark in pencil through two or three letters of the "Julius" of "Julius Buhlert;" very slight mark in pencil. All names scratched were quite heavily scratched. The evident intent of voter to vote for Buhlert. No mark or scratch on the "Buhlert," or last letters of the Julius. Was not counted for Buhlert. Rejected on this account alone. Thus Mr. Buhlert would gain one. The mark did not extend over three letters, and was very light. Contended the ballot ought to be counted, and said if Leary's name had been as plain he would insist on counting for him, although a Republican

Judge. The mark was so slight that the Judge who insisted it should be rejected, had to get up and look at the mark through a glass.

Another ticket with Buhlert's name written in for Assemblyman rejected because the head of the ticket said, "Allen G. Thurman and Reform," and different electors written in. In other ways the ballot was proper and correct. No mark or defacing on outside. Ballot not counted for Buhlert. Swears positively Buhlert's name was written in for Assemblyman, and Leary's name scratched. Thus Buhlert gains one.

In the eighth precinct E. J. Wolfe, a member of the County Committee of the City and County of San Francisco, testified that Leary's name was scratched and Julius Buhlert written above and on a line with another name. The name was not scratched above Leary's. Ballot rejected because Buhlert's name was not on same line. Not counted for Buhlert, although plain intent of voter was to vote for Buhlert, as Leary's name was scratched and "Buhlert" written above, while the name above Leary's was not touched. Buhlert thus gains one—that is, in the eighth precinct.

In the fourth precinct R. Lewen corroborates the "Thurman and Reform" ballot; corroborates also the scratch over three letters of Julius.

In the fourth precinct J. Sweeney corroborates the scratch over the three letters in the name of "Julius."

Still, in the fourth precinct, William Murphy corroborates the ballot rejected because scratched like the letter "X." Some names, clear and plain, others scratched, and names written in. Saw Buhlert's name on the ticket. In politics is a Democrat, and was a Democratic Inspector in the fourth precinct. Ballot rejected as too much defaced. Buhlert thus gains one.

In the fourth precinct William Murphy also corroborates the scratch on "Julius."

In the sixth precinct Martin O'Brien corroborates the ticket marked like an "X," and Buhlert's name was on the ticket.

Testifies that ticket was rejected in the sixth precinct because voter signed at the bottom of ticket two initials, or two letters, and said, "I vote the whole ticket." Buhlert's name was on that ticket, but it was not counted. No defacement whatever on the back of the ticket. He testified positively he did not write his name—only the two letters. The only mark on the ticket was: "I vote the whole ticket. R. B."

If that ticket should be counted it would give Mr. Buhlert a gain of one. That witness was a Democratic Inspector of Election.

In the sixth precinct W. Offermann saw the ballot scratched like an "X." "Julius Buhlert" was not scratched, but was clear and plain. Rejected, and not counted for Buhlert. Also, he corroborates the initial ticket, rejected because two initials were written on the bottom of the inside of the ticket; and also testified that the outside of the ticket was clear and plain.

In the fourth precinct R. B. Catlin corroborates the ticket where "Cleveland and Hendricks" were scratched and "Thurman and Reform" written in. The vignette was clear and clean. Buhlert's name was on the ticket for Assemblyman. It was not counted for Buhlert. Also corroborates the scratch over the letters "Jul."

In the sixth precinct R. T. McNess, United States Inspector of Elections, corroborates the two initial tickets "R. B." Corroborates,

also, the "X" ticket—that is, the ticket marked like an "X." Says some names were scratched lengthwise, and remembers Leary's name was scratched lengthwise and Buhlert's name written in. The whole ticket was rejected because claimed that it was too much defaced. Remembers, also, the Coroner's name was scratched and O'Donnell written in. Remembers distinctly that Leary's name was scratched like this (illustrating and drawing a straight line). Buhlert's name was written in.

Also testifies that ticket having the "Thirty-eighth Assembly District" at the top, while at the point where the Assemblyman was voted for the "Thirty-eighth," was scratched, and "Forty" in figures written in. Leary's name was on it. It was counted for Leary.

We claim thereby that Mr. Buhlert would gain one, and Mr. Leary loses one.

In the sixth precinct D. Menaman corroborates the Thirty-eighth Assembly District ticket, and swears that the entire ticket had nothing but the Thirty-eighth Assembly District on it.

Also in the sixth precinct D. Steffens corroborates the "R. B." initial ticket, and that the Thirty-eighth Assembly District ticket was counted for Leary.

In the eighth precinct R. E. Low testified that a ballot was rejected because the "Buhlert" written in plainly looked something like "Ruhlert." It was not counted for Buhlert. The evident intent of the voter being to vote for Julius Buhlert, as Buhlert's name was plain enough for him to make it out clearly.

Saw distinctly that Leary's name was scratched and "Julius Buhlert" written in, the only claim of the Democratic Inspector being that the "B" looked something like an "R," making it "Ruhlert." Thereby Mr. Buhlert would gain one.

In the eighth precinct H. Tribou corroborates the above witness Low, and says the name of "Buhlert" was plain. "Leary" scratched and "Julius Buhlert" written in.

In the fourth precinct S. Berlin, manager of the Howard Observatory, corroborates the scratched ticket wherein "Jul" was scratched, and says the scratch was not over one eighth of an inch long, and only covered two letters, or otherwise "Ju," and was very light.

ELECTION CONTEST

OF

TYLER VS. MORRIS,

FIFTY-SECOND ASSEMBLY DISTRICT.

ELECTION CONTEST

OF

TYLER VS. MORRIS.

STATEMENT OF GROUNDS OF CONTEST.

In the matter of the contest of the right of T. C. Morris to a seat in the Assembly of the State of California.

W. B. TYLER, Contestant.

Now comes W. B. Tyler and files this statement, showing the grounds of contest against the right of T. C. Morris to a seat in the Assembly of the State of California:

1.

That this contestant, W. B. Tyler, is a qualified voter of precinct one, Town of Alameda, Assembly District Number Fifty-two, County of Alameda, State of California, and that he has been a citizen and inhabitant of the State of California for the three years prior to the fourth day of November, A. D. 1884, and that he has been a citizen and inhabitant of Assembly District number fifty-two for one year prior to said last mentioned date.

2.

That on the fourth day of November, A. D. 1884, a general election was held throughout the State of California.

3.

That among other officers voted for at said election were eighty members of the Assembly of the State of California, who were chosen from the different Assembly Districts in said State.

4.

That in the Fifty-second Assembly District, comprising the Township of Alameda, Brooklyn precinct number two, San Leandro, San Lorenzo, and Mount Eden precincts, all in said county and State, the said T. C. Morris and this contestant were candidates for member of the Assembly from said district.

5.

That at said election eighteen hundred and forty-six ballots were polled for the said candidates for said office in said district.

6.

That your contestant received a majority of the legal ballots cast at said election for said office, but that nevertheless the Supervisors of Alameda County, in estimating the vote of said Assembly District, declared as the result thereof that the said T. C. Morris had received a majority of the legal ballots cast at said election; that is to say, that the said T. C. Morris had received nine hundred and twenty-three votes and this contestant nine hundred and twenty-two votes in said Fifty-second Assembly District.

7.

That thereafter, to wit, on the eleventh day of November, 1884, the County Clerk of said Alameda County did make out and deliver to said T. C. Morris a certificate of the election of said Morris as member of the Assembly of the State of California from the Fifty-second Assembly District.

8.

This contestant, upon information and belief, further alleges, that in Alameda precinct number one of said Assembly District, three hundred and fifty ballots were polled for said T. C. Morris and this contestant as candidates for said office; that of this number this contestant rightfully received one hundred and eighty-seven ballots and said T. C. Morris rightfully received one hundred and sixty-three ballots, but that the Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, two ballots for the said T. C. Morris, for member of the Assembly as aforesaid, upon which the said Morris' name did not appear, and that said Board failed and neglected to count and tally certain ballots, to wit, two ballots for this contestant, for member of the Assembly as aforesaid, upon which the name of this contestant did appear.

9.

This contestant, upon information and belief, further alleges, that in said Alameda precinct number one of said Fifty-second Assembly District, certain ballots were polled, to wit, two ballots upon which this contestant's name appeared; that pasted upon and over said name, and without any writing by pen or pencil, were slips of paper having printed upon them the name of T. C. Morris, and that although the name of this contestant could be ascertained from an inspection of the said ballots, the said Board of Election wrongfully and unlawfully counted and tallied said ballots for said T. C. Morris, instead of counting and tallying said ballots for this contestant, as they should have done; and in truth and in fact the persons voting said ballots intended to vote for this contestant, and not for said T. C. Morris.

10.

That in said Alameda precinct number one of said Fifty-second Assembly District, one George Morris was a candidate for the office of Constable for the Township of Alameda, and this contestant, upon information and belief, alleges that said Board of Election of said precinct counted and tallied certain ballots, to wit, four ballots, for said T. C. Morris, whereas, in truth and in fact, the persons voting said

ballots intended to vote for said George Morris, candidate for Constable as aforesaid, and said ballots should have been counted and tallied for said George Morris, and not for said T. C. Morris.

11.

Contestant further alleges, upon information and belief, that in said Alameda precinct number one of said Assembly District, certain ballots, to wit, one ballot, was polled, upon which the name of said T. C. Morris appeared as candidate for member of the Assembly from said district; that opposite said name of T. C. Morris had been written in lead pencil the name of this contestant, said Morris' name not being erased; that said Board of Election of said precinct counted and tallied said ballots, to wit, one ballot, for said T. C. Morris, instead of counting and tallying the same for this contestant, as the said Board of Election should have done.

12.

This contestant further alleges that said Board of Election of said Alameda precinct number one of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received one hundred and seventy-eight votes, and this contestant one hundred and seventy-two votes, in said precinct, for member of the Assembly as aforesaid.

13.

This contestant, upon information and belief, further alleges, that in Alameda precinct number two of said Fifty-second Assembly District, three hundred and thirty-nine ballots were polled for said T. C. Morris and this contestant as candidates for said office of member of the Assembly of said district; that of said number this contestant rightfully received one hundred and sixty ballots, and said T. C. Morris rightfully received one hundred and sixty-nine ballots, but that said Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, two ballots, for the said T. C. Morris for member of the Assembly as aforesaid upon which the said Morris' name did not appear, and that said Board of Election failed and neglected to count and tally certain ballots, to wit, two ballots, for this contestant, upon which the name of this contestant did appear as a candidate for member of the Assembly as aforesaid.

14.

This contestant, upon information and belief, further alleges, that in said Alameda precinct number two of said Fifty-second Assembly District, certain ballots were polled, to wit, two ballots upon which this contestant's name appeared; that pasted upon and over said name, and without any writing by pen or pencil, were slips of paper having printed upon them the name of T. C. Morris, and that although the name of this contestant could be ascertained from an inspection of the said ballots, the said Board of Election wrongfully and unlawfully counted and tallied said ballots for said T. C. Morris instead of counting and tallying said ballots for this contestant, as they should have done, and in truth and in fact the persons voting said ballots intended to vote for this contestant and not for said T. C. Morris.

15.

That in said Alameda precinct number two of said Fifty-second Assembly District, one George Morris was a candidate for the office of Constable for the Township of Alameda, and this contestant, upon information and belief, alleges that said Board of Election of said precinct counted and tallied certain ballots, to wit, three ballots for said T. C. Morris, whereas, in truth and in fact, the persons voting said ballots intended to vote for said George Morris, candidate for Constable as aforesaid, and said ballots should have been counted and tallied for said George Morris, and not for said T. C. Morris.

16.

Contestant further alleges, upon information and belief, that in said Alameda precinct number two of said Fifty-second Assembly District, certain ballots, to wit, one ballot, was polled, upon which the name of said T. C. Morris appeared as candidate for member of the Assembly from said district; that opposite said name of T. C. Morris had been written in lead pencil the name of this contestant, said Morris' name not being erased; that said Board of Election wrongfully and unlawfully counted and tallied said ballots, to wit: one ballot for said T. C. Morris, instead of counting and tallying the same for this contestant, as the said Board of Election should have done.

17.

That said Board of Election of said Alameda precinct number two of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received one hundred and seventy-six votes, and this contestant one hundred and fifty-two votes, in said precinct.

18.

This contestant further alleges that the tally list of said Alameda precinct number two of said Fifty-second Assembly District, shows that this contestant received one hundred and fifty-three votes in said precinct, but that said Board of Election wrongfully and erroneously certified that this contestant had only received one hundred and fifty-two votes in said precinct.

19.

That the said Board of Supervisors of Alameda County unlawfully refused and neglected to correct said wrongful and erroneous certification of said Election Board of Alameda precinct number two, in canvassing the returns of said precinct, but decided and certified that this contestant had only received one hundred and fifty-two votes in said precinct, instead of deciding and certifying that this contestant had received one hundred and fifty-three votes in said Alameda precinct number two, as they should have done.

20.

This contestant, upon information and belief, further alleges, that in Alameda precinct number three of said Fifty-second Assembly District, three hundred and fifty-one ballots were polled for said T. C. Morris and this contestant, as candidates for said office of member

of the Assembly of said Fifty-second Assembly District; that of this number this contestant rightfully received two hundred and six ballots, and said T. C. Morris rightfully received one hundred and forty-five ballots, but that the Board of Election of said Alameda precinct number three, wrongfully and unlawfully counted and tallied certain ballots, to wit, two ballots for the said T. C. Morris for member of the Assembly as aforesaid, upon which the said Morris' name did not appear, and that said Board failed and neglected to count and tally certain ballots, to wit, two ballots for this contestant for member of the Assembly as aforesaid, upon which the name of this contestant did appear.

21.

This contestant, upon information and belief, further alleges, that in said Alameda precinct number three of said Fifty-second Assembly District, certain ballots were polled, to wit, two ballots upon which this contestant's name appeared; that pasted upon and over said name, and without any writing by pen or pencil, were slips of paper, having printed upon them the name of T. C. Morris, and that although the name of this contestant could be ascertained from an inspection of the said ballots, the said Board of Election wrongfully and unlawfully counted and tallied said ballots for said T. C. Morris, instead of counting and tallying said ballots for this contestant, as they should have done; and in truth and in fact, the persons voting said ballots intended to vote for this contestant, and not for said T. C. Morris.

22.

That in said Alameda precinct number three of said Fifty-second Assembly District, one George Morris was a candidate for the office of Constable for the Township of Alameda; and this contestant, upon information and belief, alleges, that said Board of Election of said precinct counted and tallied certain ballots, to wit, one ballot for said T. C. Morris, whereas, in truth and in fact, the person voting said ballot intended to vote for said George Morris, candidate for Constable as aforesaid; and said ballots should have been counted and tallied for said George Morris, and not for said T. C. Morris.

23.

Contestant further alleges, upon information and belief, that in said Alameda precinct number three of said Fifty-second Assembly District, to wit, two ballots were polled upon which the name of said T. C. Morris appeared as candidate for member of the Assembly from said district; that opposite said name of T. C. Morris had been written, in lead pencil, the name of this contestant, said Morris' name not being erased; that said Board of Election of said precinct wrongfully and erroneously counted and tallied said ballots, to wit, two ballots for said T. C. Morris, instead of counting and tallying the same for this contestant, as the said Board of Election should have done.

24.

This contestant further alleges, that said Board of Election of Alameda precinct number three of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received one hundred and fifty votes, and this contestant received

two hundred and one votes in said precinct, for member of the Assembly as aforesaid.

25.

This contestant, upon information and belief, further alleges, that in Brooklyn precinct number two of said Fifty-second Assembly District, three hundred and eighteen ballots were polled for said T. C. Morris and this contestant, as candidates for said office of member of the Assembly of said Fifty-second Assembly District; that of this number this contestant rightfully received one hundred and eighty-four ballots for said office, and said T. C. Morris rightfully received one hundred and thirty-four ballots for said office; but that the Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, two ballots, for the said T. C. Morris for member of the Assembly as aforesaid, upon which the said Morris' name did not appear; and that said Board of Election failed and neglected to tally certain ballots, to wit, two ballots, for this contestant for member of the Assembly as aforesaid, upon which the name of this contestant did appear.

26.

This contestant, upon information and belief, further alleges, that in said Brooklyn precinct number two of said Fifty-second Assembly District, certain ballots were polled, to wit, two ballots, upon which this contestant's name appeared as candidate for member of the Assembly from said district; that pasted upon and over said name, and without any writing by pen or pencil, were slips of paper, having printed upon them the name of T. C. Morris, and that, although the name of this contestant could be ascertained from an inspection of the said ballots, the said Board of Election, wrongfully and unlawfully, counted and tallied said ballots for said T. C. Morris, instead of counting and tallying said ballots for this contestant, as they should have done; and in truth and in fact the persons voting said ballots intended to vote for this contestant, and not for said T. C. Morris.

27.

Contestant further alleges, upon information and belief, that in said Brooklyn precinct number two of said Fifty-second Assembly District, certain ballots, to wit, one ballot was polled upon which the name of said T. C. Morris appeared as a candidate for member of the Assembly from said district; that opposite to said name of T. C. Morris had been written, in lead pencil, the name of this contestant, said Morris' name not being erased; that said Board of Election of said precinct counted and tallied said ballots, to wit, one ballot, for said T. C. Morris, instead of counting and tallying the same for this contestant, as the said Board of Election should have done.

28.

This contestant further alleges, that said Board of Election of said Brooklyn precinct number two of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received one hundred and thirty-nine legal votes and this contestant received one hundred and seventy-nine legal votes in said precinct for member of the Assembly aforesaid.

29.

This contestant, upon information and belief, further alleges, that in San Leandro precinct of said Twenty-second Assembly District, two hundred and fifty-eight ballots were polled for said T. C. Morris and this contestant as candidate for said office of member of the Assembly for said Fifty-second Assembly District; that of this number this contestant rightfully received one hundred and six legal ballots, and said T. C. Morris rightfully received one hundred and fifty-two legal ballots, but that the Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, one ballot, for the said T. C. Morris for member of the Assembly as aforesaid, upon which the said Morris' name did not appear, and that said Board of Election failed and neglected unlawfully and erroneously, as aforesaid, to count and tally certain ballots, to wit, one ballot for this contestant for member of the Assembly as aforesaid, upon which the name of this contestant did appear.

30.

This contestant, upon information and belief, further alleges, that in said San Leandro precinct of said Fifty-second Assembly District, certain ballots were polled, to wit, one ballot upon which this contestant's name appeared; that pasted upon and over said name, and without any writing by pen or pencil, was a slip of paper having printed upon it the name of T. C. Morris, and that although the name of this contestant could be ascertained from an inspection of the said ballot, the said Board of Election wrongfully and unlawfully counted and tallied said ballot for said T. C. Morris, instead of counting and tallying the same for this contestant, as they should have done, and in truth and in fact the person voting said ballot intended to vote for this contestant, and not for said T. C. Morris.

31.

Contestant further alleges, upon information and belief, that in said San Leandro precinct of said Fifty-second Assembly District, certain ballots, to wit, one ballot was polled upon which the name of said T. C. Morris appeared as candidate for member of the Assembly from said district; that opposite said name of T. C. Morris had been written in lead pencil the name of this contestant, said Morris' name not being erased; that said Board of Election counted and tallied said ballot for said T. C. Morris, instead of counting and tallying the same for this contestant, as said Board of Election should have done.

32.

This contestant further alleges, that said Board of Election of said San Leandro precinct of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received one hundred and fifty-five legal votes and this contestant received one hundred and three legal votes in said precinct for member of the Assembly as aforesaid.

33.

This contestant, upon information and belief, further alleges, that in San Lorenzo precinct of said Fifty-second Assembly District, one

hundred and sixty-one legal ballots were polled for said T. C. Morris and this contestant as candidates for said office of member of the Assembly from said Fifty-second Assembly District; that of this number this contestant rightfully received seventy-five legal ballots, and said T. C. Morris rightfully received eighty-six legal ballots, but that the Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, one ballot for the said T. C. Morris for member of the Assembly as aforesaid, upon which the said Morris' name did not appear, and that said Board of Election wrongfully and unlawfully failed and neglected to count and tally certain ballots, to wit, one ballot for this contestant for member of the Assembly as aforesaid, upon which the name of the contestant did appear.

34.

That this contestant further alleges, that said Board of Election of said San Lorenzo precinct of said Fifty-second Assembly District, wrongfully and erroneously certified that said T. C. Morris received eighty-seven legal votes and this contestant received seventy-four legal votes in said precinct for member of the Assembly as aforesaid.

35.

This contestant, upon information and belief, further alleges, that in Mount Eden precinct of said Fifty-second Assembly District, seventy-nine legal votes were polled for said T. C. Morris and this contestant as candidates for said office of member of the Assembly for said Fifty-second Assembly District; that of this number this contestant rightfully received thirty-eight legal votes and said T. C. Morris rightfully received forty-one legal votes; but that the Board of Election of said precinct wrongfully and unlawfully counted and tallied certain ballots, to wit, three ballots, for the said T. C. Morris for member of the Assembly as aforesaid upon which the said Morris' name did not appear; and that said Board of Election wrongfully and unlawfully failed and neglected to count and tally certain ballots, to wit, three ballots for this contestant for member of the Assembly as aforesaid upon which the name of this contestant did appear.

36.

This contestant further alleges, that said Board of Election of said Mount Eden precinct of said Fifty-second Assembly District, wrongfully and erroneously certified that said C. T. Morris received forty-four votes and this contestant received thirty-five votes in said precinct for member of the Assembly as aforesaid.

37.

This contestant further alleges, upon information and belief, that the said T. C. Morris received a total of eight hundred and ninety legal votes, and that this contestant received a total of nine hundred and fifty-six legal votes for the office of member of the Assembly of said Fifty-second Assembly District at said election in the various precincts comprising said Assembly District, but that by reason of the misconduct, and of the wrongful and erroneous acts and negligence of the said Election Boards of said precincts in said Fifty-second Assembly District, and of said Board of Supervisors of Alameda County in counting and tallying said votes, and in canvassing and

declaring the result thereof, said T. C. Morris has been by said Board of Supervisors of Alameda County declared to have received nine hundred and twenty-three legal votes and this contestant nine hundred and twenty-two legal votes for said office of member of the Assembly of said Fifty-second Assembly District, thereby wrongfully depriving this contestant of his right to a certificate of election as a member of the Assembly of the State of California from the Fifty-second Assembly District.

Wherefore, this contestant demands that he be admitted to a seat in the said Assembly of the State of California as the representative of the said Fifty-second Assembly District.

W. B. TYLER, Contestant.

State of California, City and County of San Francisco—ss.

William B. Tyler, being duly sworn, deposes and says: That he is the contestant in the above entitled matter; that he has read the foregoing grounds of contest and knows the contents thereof; that the same is true of his own knowledge, except as to those matters which are therein stated upon his information or belief, and as to those matters he believes them to be true.

W. B. TYLER.

Subscribed and sworn to before me, this twenty-ninth day of November, A. D. 1884.

Lewis B. Harris, Notary Public.

Indorsed: Service of a certified copy of the within statement of grounds of contest is hereby admitted this twenty-ninth day of March, 1884.

T. C. Morris.

Filed November 29, 1884.

T. H. Allen, County Clerk.

NOTICE OF CONTEST.

In the matter of the contest of the right of T. C. Morris to a seat in the Assembly of the State of California.

You will please take notice that I shall contest your right to a seat in the Assembly of the State of California as representative from the Fifty-second Assembly District of said State.

The grounds of said contest fully appear by the statement of grounds of contest, filed in the office of the County Clerk of Alameda County, a copy of which is herewith served upon you.

You will further take notice that I do not desire to take any depositions on my part, or to examine any witnesses, but shall rely wholly upon said grounds of contest heretofore mentioned, and upon a recount of the ballots polled at said election in said Assembly District,

before the Assembly of the State of California, which will assemble at Sacramento on Monday, the fourth day of January, 1885.

Respectfully,

W. B. TYLER, Contestant.

To T. C. Morris, Esq.

Indorsed: Service of a copy of the within notice is hereby admitetd, this twenty-ninth day of November, 1884.

T. C. Morris.

Filed November 29, 1884.

T. H. Allen, County Clerk.

STIPULATION.

In the matter of the contest of the right of T. C. Morris to a seat in the Assembly of the State of California.

It is hereby stipulated and agreed, by and between the respective parties hereto, that the County Clerk shall not issue a commission to take depositions in the matter above entitled; but that said parties agree that if hereafter either party should desire to take depositions, the same may be taken without any commission being issued, upon five days written notice to the other side, before any Justice of the Peace or Notary Public of Alameda County.

November 29, 1884.

W. B. TYLER.
T. C. MORRIS.

Indorsed: Filed November 29, 1884.

T. H. Allen, County Clerk.

NOTARY'S CERTIFICATE.

In the Assembly of the State of California, twenty-sixth session. In re contested election of Morris and Tyler of the Fifty-second Assembly District.

State of California, County of Sacramento—ss.

T. C. Morris, being first duly sworn, deposes and says: I am the respondent in this case, and R. A. Redmond is my attorney. The said R. A. Redmond is now ill and unable to attend this meeting of the Committee of Elections, January 14, 1885, or any meeting of the Committee of Elections of the Assembly until or before January 19, 1885. That said R. A. Redmond is fully advised, as this deponent believes, of all the matters and law pertaining to this contest, and that his services are absolutely indispensable to the proper presentation of respondent's case before the Committee of Elections; that said R. A. Redmond, as this deponent is informed and believes, will be able to attend the sessions and meetings of the Committee of Elections by January 19, 1885.

T. C. MORRIS.

Subscribed and sworn to before me, this fourteenth day of January, eighteen hundred and eighty-five.

ALBERT M. JOHNSON, Notary Public.

Wherefore, said T. C. Morris, respondent, respectfully asks that the matter of contest of the parties hereto, and the hearing thereof before this committee, be postponed until said nineteenth day of January, eighteen hundred and eighty-five.

T. C. MORRIS.

ANSWER OF T. C. MORRIS, RESPONDENT.

In the matter of the contest of the right of T. C. Morris to a seat in the Assembly of the State of California.

1.

Now comes T. C. Morris, and, on information and belief, denies that the contestant, W. B. Tyler, has been an inhabitant of the State of California for the three years prior to the fourth day of November, A. D. 1884.

(Paragraphs 2, 3, 4, and 5 not denied.)

6.

Denies that said contestant received a majority of the legal ballots cast at said election for said office of Assemblyman for said Fifty-second Assembly District.

(Paragraph 7 not denied.)

8.

Respondent, on his information and belief, denies that in Alameda precinct number one, the said contestant, rightfully or otherwise, received one hundred and eighty-seven ballots, or any other number than that shown by the official returns, or that the Board of Election tallied any ballots for this respondent upon which his name did not appear, or that said Board failed or neglected to count or tally any ballots whatever for said contestant upon which his name appeared.

9.

Respondent, upon information and belief, denies that in said Alameda precinct number one, any ballots were polled upon which said contestant's name appeared, upon and over which name, and without any writing by pen or pencil, were pasted slips of paper, or any slips of paper, having printed upon it or them the name of T. C. Morris, or that the name of said contestant could be ascertained from inspection of said ballots; or that, although the name of said contestant could be ascertained from inspection of said ballots, the said Board of Election wrongfully or unlawfully, or otherwise, counted or tallied said ballots for said T. C. Morris, instead of counting or tallying said ballots for said contestant, or that they should have so done; or that, in truth or in fact, the persons voting said ballots

intended to vote for said contestant, or not to vote for said T. C Morris.

10.

Denies, on his information and belief, that in said precinct number one, or any other precinct, the said Board counted or tallied any ballots whatever for said T. C. Morris which were intended in truth or in fact, by the persons voting the same, to be voted for George Morris, the candidate for Constable, or that the four ballots, or either of them, referred to in subdivision ten of the contestant's statement to have been counted for said George Morris, and not for this respondent.

11.

Respondent denies that at said precinct number one any ballot was polled upon which the name of this respondent appeared as a candidate, opposite to which had been written in lead pencil or otherwise the name of said contestant, respondent's name not being erased, which ballot said Board counted for this respondent, instead of counting the same for said contestant.

12.

Respondent denies that said Board of Election of said precinct number one wrongfully or erroneously certified that this respondent received one hundred and seventy-eight votes, or wrongfully or erroneously certified that said contestant received one hundred and seventy-two votes in said precinct for said office.

13.

Respondent, on his information and belief, denies that in Alameda precinct number two, the said contestant, rightfully or otherwise, received one hundred and sixty ballots, or any other number than that accredited to him by the election returns of said Board, or that said Board wrongfully or unlawfully counted or tallied any ballots for this respondent upon which his name did not appear, or that said Board failed or neglected to count or tally any ballots of said contestant upon which his name did appear as a candidate.

14.

Respondent, upon his information and belief, denies that at said precinct number two there were two ballots, or any ballots, upon which said contestant's name appeared, upon and over which name, and without any writing by pen or pencil, were pasted slips of paper having printed upon them the name of T. C. Morris; or that, although the name of said contestant could be ascertained from the inspection of said ballot or ballots, the said Board wrongfully or unlawfully counted or tallied the said ballot or ballots for said T. C. Morris, instead of counting or tallying the same for said contestant, or that they should have so done; or that in truth or in fact the persons voting said ballots, or either of them, intended to vote for said contestant, or not for said Morris.

15.

Respondent denies, on his information and belief, that at said Alameda precinct number two, the said Board of Election counted or

tallied three or any ballots for said T. C. Morris which, in truth or in fact, were intended by the persons voting the same to be voted for George Morris, the candidate for Constable, or that said ballots, or any ballots, should have been counted for said George Morris which were counted for this respondent.

16.

Respondent denies, on his information and belief, that at said precinct number two one ballot was polled upon which the name of this respondent appeared as a candidate, opposite to which had been written, in lead pencil, the name of said contestant, respondent's name not being erased, and that said Board wrongfully or unlawfully counted said one ballot for said T. C. Morris, instead of counting or tallying the same for said contestant, or that any ballot was counted for this respondent at said precinct number two to which he was not lawfully entitled.

17.

Respondent denies that said Board of Election of said Alameda precinct number two wrongfully or erroneously certified that this respondent received one hundred and seventy-six votes, and this contestant one hundred and fifty-two votes.

18.

Respondent, on his information and belief, denies that the tally list of said Alameda precinct number two, shows that said contestant received one hundred and fifty-three votes, or that said Board wrongfully or erroneously certified that said contestant had only received one hundred and fifty-two votes; but the respondent alleges that, as he is informed and believes, after the ballots were all counted at this precinct, and the number of votes received by each candidate was written out at full length and certified by said Board, some authorized person added a tally mark to the contestant's tally on said tally list, and changed the figure "2" by writing over it the figure "3," for the purpose of making it appear that said contestant had received one hundred and fifty-three votes, instead of one hundred and fifty-two.

19.

Respondent denies that the Board of Supervisors of said county unlawfully refused or neglected to correct said alleged wrongful or erroneous certification of said election, or that there was any wrongful or erroneous certification of said Election Board of Alameda precinct number two, in canvassing the returns of said precinct, or that said Board of Supervisors should have decided that said contestant had received one hundred and fifty-three votes.

20.

Respondent denies, upon information and belief, that in Alameda precinct number three, of said Assembly District, the said contestant rightfully, or otherwise, received two hundred and six ballots, or that the Board of Election wrongfully or unlawfully counted or tallied any ballots whatever, or that two ballots, or any ballots, were counted for the said T. C. Morris, upon which his name did not appear, or

that said Board failed or neglected to count two ballots, or any ballots, for said contestant, upon which his name did appear.

21.

Denies, upon information and belief, that at said precinct number three two ballots, or any ballots, were polled, upon which this contestant's name appeared, over which were pasted slips of paper, having printed upon them the name of T. C. Morris, or that, although the name of said contestant could be ascertained from an inspection thereof, the said Board wrongfully or unlawfully counted or tallied said ballots for this respondent, or that, in truth or in fact, the persons voting said ballots intended to vote for said contestant, or not for said T. C. Morris.

22.

Denies, on information and belief, that at said precinct number three, the said Board tallied or counted one ballot for this respondent, which, in truth or in fact, the person voting the same intended to vote for George Morris, for Constable, or that any ballots counted and tallied for this respondent should have been counted for said George Morris.

23.

Denies, upon information and belief, that at said precinct number three, two, or any ballots, were polled, upon which the name of this respondent appeared as a candidate, but opposite to which had been written, in lead pencil, the name of said contestant, said respondent's name not being erased, and that said Board wrongfully or erroneously counted or tallied said two, or any ballots, for this respondent, instead of the contestant.

24.

Denies that said Board of Election of Alameda precinct number three, wrongfully or erroneously certified that this respondent received one hundred and fifty votes, and the contestant two hundred and one votes, in said precinct, for member of the Assembly.

25.

Denies, upon his information and belief, that at Brooklyn precinct number two, this contestant rightfully received one hundred and eighty-four ballots for said office, or received any other number of ballots than those accredited to him in the official returns, or that said Board of Election wrongfully or unlawfully counted or tallied two, or any, ballots for this respondent, upon which his name did not appear, or that said Board failed or neglected to tally any ballots for said contestant, upon which his name did appear.

26.

Denies, upon his information and belief, that in said Brooklyn precinct number two, any ballots were polled upon which the name of said contestant appeared, but upon and over which were pasted slips of paper, without writing by pen or pencil, there being printed upon said slips the name of T. C. Morris, or that, although the name of said contestant could be ascertained from an inspection of said ballots, the said Board wrongfully or unlawfully counted or tallied

said ballots for this respondent instead of said contestant, or that they should have done so, or that the persons voting said ballots intended to vote for this contestant, and not for the respondent.

27.

Respondent denies, on his information and belief, that in said Brooklyn precinct number two, any ballot or ballots were polled upon which the name of this respondent appeared as a candidate, opposite to which had been written, in lead pencil, the name of said contestant (the name of said T. C. Morris not being erased), or that said Board of Election of said precinct counted or tallied said ballot, or any ballots, to said T. C. Morris, which should have been counted or tallied for said contestant.

28.

Denies, on his information and belief, that said Board of Election of said Brooklyn precinct number two, wrongfully or erroneously certified that said T. C. Morris received one hundred and thirty-nine legal votes for said office, and this contestant one hundred and seventy-nine legal votes.

29.

Denies, on his information and belief, that in San Leandro precinct of said Assembly District, said contestant rightfully or otherwise received one hundred and six legal ballots, or any other number of ballots than those shown by the official returns of said Board, or that said Board wrongfully or unlawfully counted or tallied certain ballots, or any ballots, for said T. C. Morris, for member of the Assembly, upon which his name did not appear, or that said Board failed, neglected, unlawfully or erroneously, or otherwise, to count or tally any ballot, or ballots, for said contestant, upon which his name did appear.

30.

Denies, upon his information and belief, that in said San Leandro precinct any ballot or ballots were polled upon which said contestant's name appeared, upon and over which name, and without any writing by pen or pencil, was pasted a slip of paper, upon which the name of T. C. Morris was printed, or upon which ballot the name of said contestant could be ascertained from an inspection of the same, and that, although the name of said contestant could be ascertained from an inspection of said ballot, the said Board wrongfully or unlawfully counted or tallied said ballot for said T. C. Morris, instead of counting or tallying the same for said contestant, or that they should have done so, or that, in truth or in fact, the person voting said ballot or ballots intended to vote for said contestant, or not for said T. C. Morris.

31.

Respondent denies, on his information and belief, that in said San Leandro precinct, one ballot, or any ballot, was polled upon which the name of said T. C. Morris appeared as a candidate, and opposite to which had been written, in lead pencil, the name of this contestant, said Morris' name not being erased, and that said Board counted or tallied said ballot, or any ballots, for said T. C. Morris, instead of

counting or tallying the same for said contestant, or that said Board should have done so.

32.

Denies, on his information and belief, that said Board of said election precinct last named, wrongfully or erroneously certified that said T. C. Morris received one hundred and fifty-five legal votes for said office.

33.

Denies, on his information and belief, that in San Lorenzo precinct of said Assembly District, that said contestant rightfully received seventy-five legal ballots, or any other number of legal ballots than that shown by the official returns of said Board, or that said Board wrongfully or unlawfully counted or tallied one ballot, or any ballots, for said T. C. Morris, upon which his name did not appear, or that said Board wrongfully or unlawfully, or at all, neglected to count or tally one ballot or ballots for said contestant upon which his name did appear.

34.

Denies, upon his information and belief, that said Board of Election of said San Lorenzo precinct, wrongfully or erroneously certified that said T. C. Morris received eighty-seven legal votes for said office, or wrongfully or unlawfully certified that said contestant received seventy-four legal votes for said office.

35.

Denies, on his information and belief, that at Mount Eden precinct of said Assembly District. said contestant rightfully, or otherwise, received thirty-eight legal votes, or that said Board of Election of said precinct, wrongfully or unlawfully counted or tallied three ballots, or any ballots, for said T. C. Morris, upon which his name did not appear, or that said Board of Election wrongfully or unlawfully, or otherwise, failed or neglected to count or tally three ballots, or any ballots, for said contestant, upon which his name did appear.

36.

Denies, on his information and belief, that said Board of Election of said Mount Eden precinct, wrongfully or erroneously certified that said T. C. Morris received forty-four votes, or wrongfully or erroneously certified that said contestant received thirty-five votes for member of the Assembly.

37.

Respondent denies, on his information and belief, that said contestant received a total of legal votes amounting to nine hundred and fifty-six votes, for the office of member of the Assembly of said Fifty-second Assembly District, at said election, or any election, in the various precincts comprising said Assembly District, or elsewhere, or at all, or that by reason of the misconduct or the wrongful or erroneous acts or negligence of the said Election Boards, or of said Board of Supervisors, in counting or tallying said votes, or in canvassing or declaring the result thereof, the said T. C. Morris has been, by said Board of Supervisors, declared to have received nine hundred

and twenty-three legal votes, or that by reason of any misconduct or wrongful or erroneous act or negligence of said Election Boards, or of said Board of Supervisors, in counting or tallying said votes, or in canvassing or declaring the result thereof, the said contestant was, by said Board of Supervisors, declared to have received nine hundred and twenty-two legal votes for said office, or that said contestant was wrongfully, or otherwise, deprived of his right to a certificate of election to said office.

Wherefore, the respondent respectfully asks that this contest be dismissed, and said contestant be declared not entitled to said office of member of the Assembly.

T. C. MORRIS.

State of California, }
County of Alameda. } ss.

T. C. Morris, being duly sworn, says that he is the respondent in the above entitled matter; that he has read the foregoing answer and knows the contents thereof; that the same is true of his own knowledge, except as to those matters which are stated on his information or belief, and as to those matters, that he believes them to be true.

T. C. Morris.

Subscribed and sworn to before me, this eighth day of December, 1884.

Alex. Hershberg,
Deputy County Clerk, Alameda County.

Service of the within answer, by copy, is hereby admitted this eighth day of December, 1884.

W. B. Tyler.

Indorsed: Filed December 8, 1884.

Truman H. Allen, County Clerk.
By W. R. Thomas, Deputy Clerk.

MINORITY REPORT

OF THE

JUDICIARY COMMITTEE

ON

SENATE BILL NO. 10.

MINORITY REPORT.

SENATE CHAMBER, SACRAMENTO, January 26, 1885.

MR. PRESIDENT: The undersigned, a minority of the Judiciary Committee, to which was referred Senate Bill No. 10, entitled "An Act to amend sections one thousand four hundred and one and one thousand four hundred and two of an Act entitled 'An Act to establish a Civil Code,' approved March 21, 1872, relating to the community property"—have had the same under consideration, and recommend that it do pass; and assigns the following as part of the reasons therefor, quoting largely from a report made to the Legislature in the year 1872, commencing: "The special committee to which was referred the petition of Hon. Leland Stanford, Hon. B. F. Washington, and over five thousand men and women, citizens of the State of California, asking that the laws be so amended that the person and property rights of the wife shall be the same as those of her husband," etc.

The bill introduced by the committee was similar to the one under consideration; it passed the Assembly by a two-thirds vote of those present, but was too late in the session to be reached by the Senate. It was supported by such eminent jurists as Judge Spencer, of Santa Clara, then Chairman of the Judiciary Committee of the Assembly, and Chief Justice French, of Arizona, then Chairman of the Code Committee in the same House. The undersigned acted as Chairman of the committee, and believed then, as he believes now, that the present law in relation to community property is an injury to the children, a robbery to the wife, and a disgrace to the statutes.

As the law now stands, the family estate survives the death of the wife. The husband is allowed to proceed with his business and domestic affairs as though no great calamity had befallen the family. The law allows him every facility to provide for its surviving members, and to retain the children under the paternal roof; but on the death of the husband the family estate, ceasing to exist, is dissolved by the operation of law. The law practically presumes that the widow, however experienced and skilled she may be in business, or qualified to manage, is incompetent to carry on or wind up the estate of her deceased husband. Nay, further, if she is conducting a business, supporting herself and family thereby, and laying up a little money for a rainy day, the present law puts it in the power of the husband to break up that business at his death, and give the half of her earnings to strangers. Therefore, on his demise, just at the time of her greatest sorrow, when all the resources of her depressed mind should be free to consider the real condition of affairs, and to adjust matters with a view to present wants and the necessaries of the future, the estate falls into probate, in steps the numerous officers which the law provides for, making inventories, appraising, dividing, set-

ting off, and selling the estate, consuming, by expensive fees, delays, forced sales, and general derangement, even if honestly, capably, and efficiently administered upon, a large per cent of a small estate, and entirely ruining it in its producing and supporting capacity; and estates are thus consumed in the settlement which, if the widows had been allowed to manage, would, in many cases, afford them and orphan children a competence.

The original object of the law in winding up the estate on the death of the husband, was to protect the widow, and particularly guard the interests of the children. It had its origin in a noble and charitable sentiment; there was a time when it did good service, both for the widow and orphans; but there was also a time when the lord of the household could chastise his wife as he could his children, and Blackstone tells us that a man may lawfully beat his wife, provided he do so in reason; that is, with a switch no thicker than a man's little finger. But times have changed. The law which might have been once considered necessary, has not only survived its usefulness, but is now a lever of oppression, and often of robbery. We have gone so far in this State as to propose a whipping post, to flay the back of the rascal who chastised his wife, even though it be with a switch no bigger in thickness than a man's finger, although I have never heard of the repeal of the law from the statutes of Great Britain.

But it is objected to allowing the widow to succeed to the whole of the community property, on the ground that it was earned by the husband, by virtue of his personal foresight, enterprise, perseverance, and business energy, and that therefore it belongs to him. That he should have the power to provide for his children when he dies, for his widow might marry again and neglect them. This is the only plausible position any one can take against the bill. I will, therefore, devote a few moments to its consideration, and see if it is tenable.

At the time of marriage, the wife is supposed to be the peer, socially, of her husband; each have their duties. By general consent, and in conformity with the usages of society, there is by mutual understanding, an agreement for a division of labor for the advantage of each. The husband assumes the control of out-door matters, the wife takes charge of the house, the home, and family. While the husband may prosper in business and accumulate wealth, the wife may and does at the same time perform her duties in equally an important sphere. She may, by her skill and industry, gratify the family pride by the embellishment of the home. She bears and nurses their children through years of wearisome toil and suffering; she attends to their wants with untiring energy through weal and woe. In this one item she performs more good to her family and society than her husband can perform if he accumulates the fortune of Crœsus.

But is it true that the community property is always accumulated by "virtue of the personal foresight, enterprise, perseverance, and business energy" of the husband? Or that the home should be broken up and scattered to the four winds of heaven to protect the children's rights? Who does not know that hundreds of wives in California have not only performed their household duties to the best of their ability, but have actually done as much as the husband in earning the means of livelihood, and more, in saving and acquiring the community property? Who does not know that hundreds of wives in California, by their skill, industry, affection, and love for their husbands and families, not only acquire the community property, but

support children and husband besides. Under our present law such wives and mothers may have one half of their property bequeathed to strangers, and the family broken up, at the death of the husband.

Facts are numerous showing that wives during years of wedded life experienced great deprivations and hardships, arising from the inability of their husbands to provide for their wants, but who, on becoming widows, supported themselves, educated their orphan children, and accumulated property. Instances are numerous where wives, when allowed the opportunity, have rescued and brought out incumbered estates, involved by the unfortunate speculations of their husbands. The testimony of Chief Justice Marshall and other eminent jurists familiar with the subject is eloquent, abundant, and conclusive in vindication of the natural tact and business capacity, economy, and perseverance of woman. Nature has richly endowed the mother with the natural affection, the mental and business resources and skill necessary for the protection of her orphan children. Who that lives, when deprived of a father's care and protection, has so great and continued, abiding and untiring interest in the proper education, training, and the future of her children as the mother who has borne and nursed them? Who is prepared to toil harder, or to economize more rigidly or willingly, to make greater sacrifices for their good, than she? The care and culture of children is a sacred trust committed to the mother, which she is willing, nay, more, she is anxious to assume with all the trying responsibilities which that trust imposes.

For these and other reasons too numerous to recite in this report, I believe that justice demands that the bill under consideration should become the law of the land.

Respectfully submitted.

JOHN M. DAYS.

REPORT OF THE SENATE COMMITTEE

ON

STATE PRISONS AND PRISON BUILDINGS.

REPORT.

To the honorable the Senate of the State of California:

Mr. President: Your Committee on State Prisons and Prison Buildings most respectfully beg leave to submit for your honorable consideration the following report, as a result of its inquiries into and deliberations upon the subject-matter confided to its charge:

We find that it is a notorious fact that vinous and alcoholic liquors are being sold within the two-mile limit at San Quentin prohibited by statute.

We find that the Acting Board of Prison Directors have, on several occasions, notified the District Attorney of Marin County of said violation of the law, and requested him to take the necessary steps for enforcing the same and suppressing the traffic.

That the District Attorney has, so far, failed to take any action in the matter.

A charge has been preferred that opium was being smuggled into and used at the prison at San Quentin. We find that the officers have done all in their power to suppress the vice.

A charge has been made that a Guard appeared at the prison at San Quentin in a state of intoxication. We find that the Guard in question imbibed the liquor while on leave of absence and beyond the jurisdiction of the Warden; that he returned to the prison intoxicated; that it is the only instance of such an occurrence at the prison under the present administration, and that the Guard was duly punished for the offense.

A charge has been made about the improper use of the State teams at San Quentin. We find that the evidence does not sustain the charge.

Several charges have been made of breaches of the prison discipline at San Quentin.

We find that all such breaches have been of the character of those that inevitably occur in the complicated administration of the affairs of a large institution, and that in all such cases, when knowledge thereof has come to the officers of the prison, prompt punishment has been meted out to the offender.

The attention of the committee has been called to the item of personal expenses charged by the Prison Directors—Mr. Boggs, Mr. Hendricks, Mr. Wilkins, and Mr. Van Fleet—against the State while on official duty. We find that those gentlemen drew no more from the State than they actually expended while in the service of the State; that the sums charged were the expenses allowed by the State Board of Examiners; that the amounts were reasonable and just.

Charges have been preferred against parties in the employ of the State at San Quentin, to the effect that they had appropriated material of the State in the construction of a steam launch, and that the

same had been constructed by the aid of prison labor. We find as follows:

That on the eighteenth day of April, 1884, at a regular meeting of the Board of State Prison Directors, held at San Quentin, an order was adopted and made of record, to wit:

It being represented to the Board, by the owners of the launch now lying at the Point, that if the same were repaired and put in good running order that it would be of great benefit to the State, in case of emergency, it was, on motion of Director Gelwicks, ordered that said owners be permitted to employ such skilled convict labor as may be necessary for the fitting up of said launch without charge, it being understood that the State will be remunerated by the use of said launch when required.

That pursuant to the above contract, thus made in open meeting, two convicts, when not otherwise employed, were detailed to work on the launch, and rendered services thereabout to the value of not exceeding $30, and for a period not greater than two months.

That the launch was finished and kept at the Point, subject to the order of the State, from July, 1884, to January, 1885.

The services of the launch, to the State, for that period of time, was full compensation for the prison labor rendered thereon.

That all acts in reference to the matter have been free from dishonest intent, and that the State has suffered no loss nor damage thereby.

We further find, that the resolution made by the Board of Directors in reference to the launch, was based upon proper ground, and that the use of a launch, such as described, would be of great value to the State.

We find that the Board of Directors have established a rule, allowing to the prisoners at San Quentin compensation for their labor, upon a graduated scale as follows: In the jute factory and in all the other manufacturing departments of the prison, ten cents per day to the skilled laborers, and upon a scale, declining to as low as five cents per day, to those laborers who are less successful, and in proportion to the skill attained.

It is the opinion of your committee that the law does not authorize any such payments of the public money to convicts.

We find that the "door, sash, and blind" factory at San Quentin is netting the State something over $3,000 per month; that the furniture and chair department is clearing about $1,250 per month; the tannery, saddlery and harness shop about $650 per month. The brickyard, also, we find, is making satisfactory returns. The jute factory has paid expenses. Better results could scarcely be expected, considering the fact that the market price for jute has been unusually high, and the prices for the manufactured articles, particularly bags, lower than ever known before. We recommend that the business be continued, and believe that it will ultimately prove successful.

We find that Warden Shirley has earnestly applied himself to the duties and the business pertaining to his office, and that he has ably, honestly, and faithfully administered the same.

Also, that Warden McComb has efficiently, honestly, and faithfully discharged the duties connected with the trust reposed in him.

We find that each and all of the Prison Directors, during the time which they have served the State, have been earnest and attentive in the discharge of their duties, and that they have honestly and faithfully performed the functions of their office.

We believe that the prisons have been and are being managed as economically as it is possible to do under present difficulties and existing circumstances.

We herewith present the evidence upon which this report is based.

All of which is respectfully submitted.

PATRICK REDDY, Chairman.

We, the undersigned members of your committee, are of the opinion that the payment of the ten cents per day to the convicts, at San Quentin, is perfectly legal, and, in our estimation, in no way beyond the proper exercise of the authority of the Prison Directors in the matter.

F. C. DeLONG.
GEORGE C. PARKINSON
J. ROUTIER.
G. H. PERRY.

REPORT

OF

Senate Committee on Hospitals.

REPORT.

Mr. President:

Your Committee on Hospitals herewith report that they have visited and examined the insane asylums at Stockton and Napa, and devoted to the inspection of each institution all the attention which their limited time allowed. Each asylum is managed in a very commendable manner, and your committee have no suggestions to offer in this respect. Dr. W. T. Browne, the Resident Physician at Stockton, and Dr. E. T. Wilkins, Resident Physician at Napa, alike merit commendation for their enlightened, assiduous, and humane treatment and care of the unfortunate persons committed to their custody and care. The excellent results of their study and treatment are most satisfactorily demonstrated in the statistics which give in detailed and in general form the practical workings of similar institutions in other States and in the enlightened nations of Europe. While the ratio of cases is larger than in almost any of the older States, the average cost of keeping the insane is considerably less. This good result is attributable to the efficiency, economy, and discipline of the Resident Physicians, respectively, and to the vigilant care of the Boards of Directors. The appropriations of money by the State to these asylums have been prudently and frugally applied in ways and means most beneficial to the inmates and to the public good.

In each asylum your committee found that cleanliness which promotes health, and that mild and humane government which assures cure in all possible cases and alleviates the condition of the incurable. There is no cause for animadversion or complaint, as respects either asylum in relation to its management, and the same can be truly remarked in connection with the care of the buildings and grounds and accessories. An intelligent appreciation of the duties to be performed, and a conscientious determination to faithfully perform these duties, are conspicuous and apparent. But there is an evil notably observed in each asylum. It is the overcrowding. And this should be remedied, as it must be sooner or later, and every day it is deferred the cost will be greater to the State, to say nothing of the incalculable harm it will result in to the unfortunate inmates under treatment. Cases of aberration, or dementation, which, under favorable circumstances, might be curable, may become cases of incurable insanity when improperly treated, or if subjected to influences which aggravate instead of alleviate the disorder. And this is the result to be feared from the overcrowding of asylums for the insane, as the State institutions at Stockton and Napa are now overcrowded. This involves the State in greater expense, and inflicts indescribable evil upon the sufferers.

Your committee witnessed at the Stockton Asylum, on the morning of their visit—a morning of unusual cold temperature—twenty-seven shivering inmates huddled and crowded in a room only twelve by fourteen feet, in which was a stove, endeavoring to warm themselves

by the heat it gave, and others were walking vigorously in the corridor to the same purpose. This was not an exceptional case; it occurs during the months of inclement weather, and it ought not to be. But the greater evil of this overcrowding is more apparent and more harmful in the regular daily life of the inmates. It is a well determined fact, in the treatment of the insane, that the asylums for their care and cure should be so provided that separate rooms be allotted to each. This is impossible, with the present means of keeping and the excess of patients. Two, and often three, are put in the small rooms—we prefer not to call them cells—which were intended for only one patient, and at Stockton, and Napa alike, not only has this to be done, but the corridors are converted—perverted would be the fitter word—into sleeping spaces. This affects the cleanliness, and therefore the health of the patient, and leads to other ills unmentionable, considering the conditions of the patients. If it be not a disgrace to the State, it is certainly a serious wrong or injury to the unfortunates subjected to it, and costs the State more money at last than would be required to adequately provide the essential accommodations in conformity to the best approved system of caring for this disordered class.

Figures as to capacity cannot be given so accurately in relation to the Stockton Asylum as to that of Napa, but enough can be instanced in respect to each institution to make the matter clear to any comprehension. The statistical records of the asylum at Stockton show that in the first year of its establishment, in 1851, there were only thirteen patients admitted. In 1852 there were one hundred and twenty-four. There are now nearly one thousand four hundred inmates, and every year the number is increasing in more than the ratio of the increase of population, so that the accommodations are entirely inadequate to the constantly developing requirements. The Act of 1872, providing for the establishment of the insane asylum at Napa, required that "the plans and specifications of said asylum shall be upon the basis of accommodating not exceeding five hundred patients at any one time." There are now more than one thousand three hundred patients in that asylum, and daily there come, as at the asylum at Stockton, other patients from all parts of the State, who must be admitted and cared for, overcrowded as each asylum is already. It is like requiring that a gallon shall be forced into a half-gallon without displacement of any portion. The only remedy or relief, or way out of the difficulty, is the enlargement of the existing asylums or the building of another insane asylum.

Your committee suggest and advise that the latter will be the better solution of the difficulty. Another asylum is, in their opinion, imperatively required. As to its location, the committee have nothing to offer. That is a matter for the Legislature to determine. But the committee most strenuously advise and urge that this Legislature shall pass an Act to provide for this pressing public want. It is advised because of the existing exigency; it is recommended on behalf of the unfortunates who are directly involved; it is urged on the ground of economy to the State, and in the interest of all. Your committee do, therefore, recommend that the bill to establish another insane asylum in the State of California—its location to be determined by the Legislature—do pass.

KNIGHT, Chairman.

REPORT OF SENATE COMMITTEE

ON

PUBLIC BUILDINGS AND GROUNDS.

REPORT.

Mr. President: Your Committee on Public Buildings and Grounds other than Prison Buildings, would respectfully report that in the discharge of their duties they have visited and inspected the State Capitol building and Agricultural Pavilion at Sacramento; the State University, and the Institute for the Deaf and Dumb and the Blind, at Berkeley; the Insane Asylums at Stockton and at Napa; and the State Normal School at San José, and submit the following observations and suggestions concerning the condition, management, and requirements of the same:

THE STATE CAPITOL.

Within two years essential improvements have been made in the acoustics of the two chambers, and in the ventilation and sewerage of the building, provided for by the Legislature of 1883. About $8,000 was expended in these renovations, and the improvement in ventilation alone would amply justify the expenditure. The ventilation of the Senate and Assembly Chambers is secured by the use of the Cottier system. There are twelve channels for the Senate Chamber, and fourteen for the Assembly Chamber, cut in the main wall of the building, and carried up into the expansion chambers over the halls, each provided with three Cottier patent cowls, reaching seventeen feet above the roof. The openings in the floor for the admission of fresh air and the expulsion of foul air, are admirably arranged in the base, with plates so adjusted that not more than two or three degrees variation of temperature can exist at any time between the floor and the ceiling, thus securing comfort to occupants and economy of fuel.

The sewerage system has also been thoroughly overhauled and refitted in a manner that promises to secure cleanliness and preserve health.

The designers who prepared the plans for this work, and the contractors who carried them out, are both deserving of praise for the manner of its execution.

The stained and weather-worn appearance of the basement story of the Capitol building appeals very strongly for an appropriation, and measures should be taken at once to restore and preserve it.

Work on the Capitol fence is progressing slowly, but satisfactorily, it is believed, to the Commissioners.

The general appearance of the ground indicates good care and attention, but your committee would suggest the removal of the unsightly structure in the rear of the Capitol, used as a tool house, and the erection of a suitable building for the purpose, which should not be an offense to the eye and a blot upon the beauty of the park by which it is surrounded.

THE AGRICULTURAL PAVILION.

This edifice, for which $40,000 was appropriated by the Legislature of 1883, on condition that a like sum should be contributed by the city or citizens of Sacramento, is situated on the southeast section of the Capitol Park. It is not only admirably adapted for the purposes intended, but is an ornament to the public grounds, the design very happily securing utility of arrangement without sacrificing symmetry and beauty of construction. It is beyond comparison the finest exposition building on the Pacific slope.

THE STATE UNIVERSITY.

The Regents of this institution solicit a large sum ($51,000) to be expended in the improvement of the buildings and grounds. This includes provision for a reservoir, tunnel, pipes, etc., to secure additional water supply, for sewerage, for grading, and otherwise beautifying the grounds, painting, insurance, etc. We believe an abundant water supply is a prime necessity for all public institutions. At the University at present this is so meager as to be perilous. We, therefore, heartily support this claim.

The sewerage at this institution is so execrably bad, as to be an infamy on the projectors of the system, a reproach to the State, and a menace to the health of all attendants. The highest institution of learning in the State ignores the laws of sanitary science in a manner the most untutored savage would not be guilty of. In justice to the present authorities, it should be said that they are aware of the evil and awake to the necessity of its abolition. In conjunction with the Town of Berkeley, a remedy is proposed which should not fail of execution for lack of the necessary appropriation.

Your committee further considers the addition proposed to the Harmon Gymnasium, and the amounts necessary to stay the ravages of high water in Strawberry Creek, and to provide for the painting and insurance of the buildings, to be judicious and necessary expenditures.

The grounds of the University possess rare natural beauty, and at some future day the revenues of the State will doubtless justify their embellishment on a scale corresponding with the highest ideals of landscape gardening; but in view of the enormous demands of necessity and benevolence upon the public purse at this time, a portion of your committee feel misgivings in regard to recommending so large an outlay in this direction as is desired by the Regents. In this connection we would state that several thousand dollars was appropriated for this purpose two years ago, and although this appears to have been wisely expended in the construction of roadways, grading, etc., yet we note about the grounds a lack of that "eternal vigilance" and attention to detail which is essential to the proper care of the surroundings of such an institution, and to secure which large sums of money are not required.

The Viticultural Department of the University is in urgent need of more room and better accommodations. It is the opinion of your committee that in the present stage of the development of the State, this department, if well equipped, may render vast and almost priceless aid to the industry that promises to be the most important factor in the upbuilding of our commonwealth. We, therefore, cordially

recommend the appropriation necessary by the head of this department to secure its utmost efficiency.

INSTITUTE FOR THE DEAF AND DUMB AND THE BLIND.

The care taken of the public property at this institution is deserving of praise, and the buildings, which are in every way admirable, are maintained in excellent order, and guarded with zeal against destruction in any form. The bakery and cooking school, provided for by the preceding Legislature, we found nearly completed, and the carpenter shop and printing office equipped and in working order. One sentence in the report of the Principal, "the water question is still unsettled," expresses the most urgent need of this institution. The appropriation for this purpose in 1883 miscarried, through carelessness, and should be renewed. Here, as at the University, something must be done in regard to the sewerage, and the only feasible plan devised is to coöperate with the University and the Town of Berkeley in a system leading to tide-water. The Directors ask, further, for $15,000, for fencing, improving grounds, and the erection of a new barn.

THE INSANE ASYLUM AT STOCKTON.

Nearly $200,000 has been expended at this institution within the past two years for new buildings and in the inauguration of a new system of sewerage and improvement of the water supply. An elaborate report of this work accompanies the Directors' report, and we have nothing but commendation to offer for the manner of its expenditure and the management of the buildings, but no amount of expense can repair the mistake of locating an institution of this character where the natural conditions of water supply and drainage are so adverse. Nevertheless, these defects have been temporarily remedied, and under its efficient management healthful conditions are likely to be maintained for many years. Some repairs are needed to the original building, and alterations in the system of heating and ventilation, the cost of which is estimated at $25,000.

THE INSANE ASYLUM AT NAPA.

This is one of the finest public edifices west of the Mississippi River, and for a reasonable number of patients would be comparatively perfect in its appointments. Here, and at Stockton, as well, the excessively overcrowded condition of many of the wards places the patients beyond all limits of humane care. Nowhere in Christendom, outside of the tenement or Chinese quarters of the great cities, can be found such human packing as is compelled to be resorted to at these asylums. The attendant evils, and the positive barbarity of the practice, have been fully set forth by the Resident Physicians of both institutions and your Committee on Hospitals. We can only add the weight of our testimony and observations, and to express the opinion that to longer ignore this state of facts is inhuman to the unfortunate inmates and disgraceful to the State. We are not convinced that the present mode of congregating the insane in large structures is the best manner of providing for them, but we must have some accommodation, for which provision should be made at once. We found the buildings and grounds in an excellent condi-

tion, save the floors in the corridors. The original material was very inferior in quality, and the contractor must have defrauded the State. Within the past two years the water supply has been perfected, and necessary appliances for fire protection secured, so that now in quantity and force of water for fire purposes there is an abundance. By means of a reservoir or lake, now being completed, an ample supply will be afforded for irrigation, leaving nothing to be desired in this particular. The manner in which the interests of the State and the welfare of patients are cared for, is worthy of praise, and the future plans of the Superintendent, in regard to grounds and buildings, are such as command our approval. The only appropriation sought for by this institution is one for the construction of two infirmaries, one for male and the other for female patients, whose state of health makes it desirable to give them more quiet and better nursing than they can receive in the main building. These were contemplated in the original plan, and their necessity, especially in view of the overcrowded condition of the wards, we regard as imperative.

THE NORMAL SCHOOL AT SAN JOSÉ.

This building is comparatively new, and requires no expenditure except for painting. By reason of the location of the grounds, in the midst of the thriving city, more care and a greater degree of embellishment is desirable than would otherwise be necessary. The present appliances for irrigation are found to be inadequate, and $4,000 is believed to be necessary to procure a more powerful pumping engine and new distributing pipes. The sum of $500 is also recommended for new cases for the museum.

THE NORMAL SCHOOL AT LOS ANGELES.

This institution your committee did not visit, as they did not feel warranted in incurring the expense to the State which the trip would necessitate. From the information gained from associate committee, who have visited the same, your committee is of the opinion that the appropriation solicited by the Board of Trustees should be granted.

In this connection we desire to suggest and recommend the advisability of so amending the laws relating to the mileage allowance for traveling committees as to make the same more nearly correspond with the actual cost of travel at the present time.

F. T. BALDWIN, Chairman.

REPORT OF ASSEMBLY COMMITTEE ON CLAIMS,

TWENTY-FIFTH SESSION,

On Assembly Bill No. 207,

"AN ACT

TO ASCERTAIN THE SUM DUE ON ALL CLAIMS FOR WORK DONE AND MATERIAL FURNISHED UNDER THE PROVISIONS OF AN ACT TO PROMOTE DRAINAGE," ETC.

REPORT.

ASSEMBLY CHAMBER, SACRAMENTO, February 12, 1883.

MR. SPEAKER: Your Committee on Claims, to whom was referred Assembly Bill No. 207—An Act to ascertain the sum due on all claims for work done and materials furnished under the provisions of an Act entitled "An Act to promote drainage," approved April 23, 1880, and to appropriate money to pay the same, not exceeding two hundred and seventy-five thousand dollars—have had the same under consideration, and now report the same back and recommend that the bill do pass, and that three hundred and sixty copies of the report of the committee be printed, as a supplement to the Journal.

GRANGER, Chairman.

SUPPLEMENTAL REPORT OF COMMITTEE ON CLAIMS.

MR. SPEAKER: Your committee to whom was referred Assembly Bill No. 207—An Act to ascertain the sum due on all claims for work done and material furnished under the provisions of "An Act to promote drainage," approved April 23, 1880, and to appropriate money to pay the same, not exceeding two hundred and seventy-five thousand dollars—have had the same under consideration, and do now beg leave to report thereon as follows:

ORIGIN OF THE CLAIMS, ETC.

The history of the debris question is familiar to every one who has carefully observed the current events of this State, and your committee do not feel at liberty to recount the same in this report, but it will be sufficient to say a bitter controversy arose some years since between the mining and agricultural, and, to some extent, the commercial interests of a large portion of the State, growing out of the flow of debris from the mines into the river channels, and upon the valley lands. The attention of the United States Government was attracted to the question, and Colonel Mendell and other Government engineers gave the matter consideration, and recommended the construction of elaborate works to restrain the flow of sands, gravel, and other matter in the streams, and the correction, deepening, and otherwise improving the streams and increasing their carrying capacity.

The Legislature, in eighteen hundred and seventy-eight, passed an Act entitled "An Act to provide a system of irrigation, and to promote rapid drainage, and improve the navigation of the Sacramento and San Joaquin Rivers." This Act established the office of State Engineer, and provided for his appointment, and prescribed his

duties. William Ham. Hall, a thoroughly competent and scientific engineer, was commissioned by Governor Irwin to that important office, and after a very extensive examination of the question, after complete data had been obtained by actual surveys, and after full consideration of the important questions involved, and benefited by the observations and counsel of the Government scientists, made a report to the Legislature of eighteen hundred and eighty, giving the results of his work, and recommending a comprehensive system of irrigation and drainage, embracing the correction of the dangers from the flow of tailings from the mines and the wash of the mountains.

Following the recommendations of this exhaustive report, the Legislature enacted a law entitled "An Act to promote drainage," which was approved April twenty-third, eighteen hundred and eighty. This Act constituted the Governor, Surveyor-General, and State Engineer a Board of Commissioners, and authorized them to establish one or more drainage districts in the State, and provided means of raising funds to carry on such works as might be constructed under the law. It also empowered the Governor to appoint three Directors of each drainage district so to be established, who should, under the advice and with the assistance of the State Engineer, carry on and conduct the affairs of such district. This Commission met at the Capital and established "Drainage District Number One," embracing the Sacramento Valley and all of its watershed. The Governor appointed as Directors of said district Hon. Niles Searls, Hon. W. H. Parks, and William F. Knox, and the Board of Directors thus constituted, with the advice of State Engineer Hall, and after full consultation with Captain Eads, who personally visited and examined the region of country to be operated in, adopted a plan for the promotion of drainage in their district, and proceeded to construct the works.

The law under which they were acting provided for a State tax on all property in the State, a tax upon the property of the district, and a tax upon the water used for hydraulic mining, as the means of raising funds for such operations, and there was collected from those several sources, and paid into the State Treasury, the sum of $362,-625 09, as appears from the State Controller's report.

The work was done largely by contract, and the interests of the State seem to have been well guarded by the Directors in the letting of all contracts, and we have failed to discover any trace of extravagance or unfairness. Contracts were let as follows:

1. Rideout & Binney to build dam on Yuba River. Contract amounted to $105,284 72.

2. Doane & McBean to build dam on Bear River. Contract amounted to $73,980 08.

3. To John Welch to build levee on south side of Yuba River, and repairing and adding to levees already built. Contract amounted to $19,744 50.

4. Toomb & Dufficy to build levees on Yuba River. Contract amounted $21,450 35.

5. Rideout & Binney to construct revetment and brush work on Yuba River. Amount included in No. 1.

6. John Maguire to build levee on north side Yuba River, what is known as Brown's Valley Grade, to the citizens' levee. Contract amounted to $12,754 11.

7. Contract to Wood & Jasper to build levee north side of Bear River—Johnson's Crossing to Railroad Bridge. Contract amounted to $22,968 45.

8. Sewell & Seaward to build levee—lower or western—on north side of Bear River. Amount of contract, $21,260 33.

9. M. Doane to build levee on south side Bear River. Contract amounted to $34,717 90.

10. John Elliott to raise and repair the lower Berry & Johnson levee, on south side of Bear River, and rivet with brush; build brush spurs, etc. Contract included in Maguire's contract No. 6.

11. D. P. Durst to build levee on north side of Bear River, from Railroad Bridge to Long Bridge. Contract amounted to $12,152 34.

12. P. A. Miller to reform and protect west bank of Sacramento River at Washington Point. Contract amounted to $8,641 89.

13. P. A. Miller closing Todhunter break, west side Sacramento River. Amount of contract, $4,665 21.

14. P. A. Miller on American River—rescinded, and no work done.

15. James Trayner to build and improve citizens' levee on Yuba River, north side. Contract amounted to $12,985 50.

16. Marcuse & Peck closing Humphrey's break on Feather, and constructing levees connecting therewith. Also, constructing levee on west side Feather River, opposite Town of Nicolaus. Contract amounted to $28,106.

17. Steinman & Hall to build levee on north side of Bear River, from Long Bridge to Oakley's. Amount, $80,717 39.

18. Patrick Ney to protect and reform west bank of Sacramento River, opposite foot of V Street. Contract amounted to $6,031 78.

19. Rideout & Binney, work done by Howell Davis, building levee on upper Sacramento River. Contract amounted to $7,700.

20. Patrick Ney to construct escape weir in English break, above Washington. Contract amounted to $10,548 61.

The Directors of Drainage District No. 1 have duly audited and allowed the following claims, but warrants have not been drawn by the Controller:

W. H. Parks, salary as Director	$900 00
W. F. Knox, salary as Director	900 00
Niles Searls, salary as Director	900 00
C. M. Coglan, salary as Secretary	900 00
J. C. Pierson, salary and cash to his men	615 73
C. E. Grunsky, engineer	308 00
J. T. Pennington, engineer	155 00
C. H. Wallace, engineer corps	36 67
J. G. Mather, engineer corps	36 67
J. Robert, engineer corps	27 50
A. M. Wright, engineer corps	30 00
A. Thorpe, engineer corps	20 00
J. Garrett, engineer corps	20 00
L. C. Ross, engineer corps	17 33
John Stile, engineer corps	22 50
W. Coglan, engineer corps	20 00
Wm. Griffin, engineer corps	48 00
Jo. Holbrook, engineer corps	48 00
A. Boschke, engineer corps	50 00
C. F. Reardon, engineer corps	20 00
W. T. Beveridge, engineer corps	8 00
E. H. Coffrey, engineer corps	8 00
Wm. Johnson, engineer corps	8 00
James Banks, engineer corps	9 00
William Jackson, engineer	34 16
F. R. Coffee, engineer	100 00

E. Boehme, engineer	$55 00
H. S. Crocker & Co., stationery	4 50
F. B. Whiting, Auditor Plumas County	150 00
G. Osgood, Auditor Butte County	75 00
D. O. Entrican, laborer	23 00
John Hoagland, material	177 50
W. B. Todhunter, material	225 00
Bear River News, advertising	12 00
J. H. Prior, printing tax receipts	5 00
Joseph Johnson, engineer	94 50
B. Burns, provisions	105 13
D. J. Ketchum, hardware	6 00
J. M. C. Jasper, livery	30 00
Carl Rahsopff, repairing intrument	10 00
James Lowell, vegetables	7 53
L. M. Justis, meats	133 87
Goodkind & Co., merchandise	44 88
Fowle & Co., lumber	13 00
Levy & Pincus, merchandise	15 58
M. M. Newstadt, board of engineers	38 15
Daniel Click, merchandise	20 63
George Wopple, board of resident engineers	77 00
James T. Taylor, engineer	119 65
E. C. Ross, merchandise	2 37
Schen & Swank, board of engineers	36 35
C. N. Dickey & Co., stationery	7 65
C. B. Kimball, livery for engineers	35 21
C. D. Rhodes, resident engineer; salary	600 00
S. K. Smith, stakes	56 50
Hobbs & Murphy, meat	38 26
Lowry & Nelson, livery for engineers	29 00
S. L. Dolson, engineer	54 00
W. T. Ellis, merchandise and office rent	212 30
Thomas Murphy, meat	65 71
Buckeye Mill Company, materials	2,200 46
F. Freyberger, hay	140 00
Garrett & Elder, merchandise	1,451 69
John Hall, engineer	931 00
Henry W. Wilson, engineer	150 00
Henry W. Wilson, engineer	54 00
Henry D. Abbott, engineer	50 00
Seth Gainsley, engineer	42 00
Philip E. Dresher, engineer	138 75
George B. Dresher, engineer	20 00
W. G. Lovell, engineer	69 10
W. M. Doty, engineer	12 40
Z. Dunning, engineer	20 25
W. Hart, engineer	8 00
U. S. Dunlevy, engineer	8 00
J. B. McDonald, livery	4 50
Booth & Co., merchandise	80 44
T. B. Hull, labor and materials	102 95
Marcuse & Peck, contract and board	8,580 49
R. H. Goodwin, engineer	53 83
H. Bodwell, engineer	17 28
E. J. Leake, engineer	9 24
P. Johnson, engineer	9 24
J. H. Kruse, carpenter work	20 00
Mrs. Ewise, barley	43 11
N. S. Cornell, boat	20 00
L. Newbert, hay	32 16
James O'Brien, barley	10 50
Daniel Shay, cordwood	12 00
R. G. Stanwood, redwood posts	178 66
W. D. Heath, engineer	40 00
E. Teegarden, horse hire	15 87
Wheatland Lumber Company, lumber	8 88
Holbrook, Merrill & Stetson, hardware	7 49
F. Dolby, canvas	9 85
Union Lumber Company, lumber	23 88
Pat. C. Slattery, meat	104 25
Simon Wolfe & Company, groceries	66 36

Rideout & Binney, work on contract	$11,113 66
Howell Davis, work on contract	5,700 14
James Trayner, citizens' levee contract	3,246 30
P. A. Miller, work on contract	5,156 81
Pat. Ney, work on contract	10,905 72
Jno. Welch, contract south side of Yuba	9,505 50
Toomb & Duffiey, contract south side of Yuba	11,102 00
Wood & Jasper, contract north side of Yuba	11,285 55
Sewell & Seaward, contract north side of Yuba	10,460 50
Steinman & Hall, contract north side of Yuba	4,412 12
J. Elliott, contract south side of Yuba	3,974 27
D. P. Durst, contract north side of Yuba	4,690 62
Doane & McBean, contracts on dam and south side Bear River	61,348 16
H. C. Trainor, assignee for laborers at dam	27 00
Thos. Moran, labor at dam	19 50
Jno. Mulvihill, labor at dam	43 80
Harvey Dalton, labor at dam	488 11
James Harris, labor at dam	43 64
Rideout & Smith, assignee for laborers at dam	1,537 18
J. & J. Lask, assignee for laborers at dam	1,190 97
Geo. Crowell, assignee for laborers at dam	547 68
A. Farnham, assignee for laborers at dam	293 42
Jacob Tompkins, assignee for laborers at dam	558 52
James O'Brien, assignee for laborers at dam	

Besides these contracts considerable sums were expended and indebtedness incurred for work done directly under employment of the Directors, and to this must also be added the salaries of engineers and their assistants, as well as materials and supplies purchased.

Warrants were drawn in favor of the several contractors and others against the funds in the State Treasury appropriated to this district, amounting to the sum of $363,990 06, all of which were paid, except those embraced within the following list, amounting to the sum of $55,757 62, as follows:

2670. C. M. Coglan	$100 00
2749. W. E. Gerber	255 00
2751. E. W. Whitner	50 00
2752. J. E. Carr	250 00
2753. Thomas A. Galt	120 00
2809. Doane & McBean	96 70
2810. Doane & McBean	18 00
2811. P. C. Slattery	92 99
2812. E. D. Hayes	9 12
2813. Holbrook, Merrill & Stetson	9 06
2815. J. Dunning	24 67
2816. J. Dunning	30 00
2817. L. N. Justis	72 05
2818. M. M. Newstadt (Sacramento Bank, assignee)	51 50
2819. M. M. Newstadt (Sacramento Bank, assignee)	64 91
2820. Marysville Coal and Gas Company	7 25
2821. Garrett & Elder	21 29
2822. A. Pierces	2 75
2823. W. T. Ellis	23 35
2824. S. L. Dolsen (M. Doane, assignee)	10 00
2825. George Wapple (Sacramento Bank, assignee)	44 80
2826. J. B. McDonald	431 11
2827. R. H. Goodwin (C. A. Glidden, assignee)	8 50
2829. Lockwood & Dawson (Sacramento Bank, assignee)	200 00
2830. Sheehan & King (Sacramento Bank, assignee)	110 00
2831. Henry W. Wilson	150 00
3832. Henry A. Wilson	60 00
2833. H. D. Abbott	60 00
2824. John Hoagland	75 00
2835. Seth Gainsley	52 00
2836. S. L. Dolsen (M. Doane, assignee)	135 00
2837. R. S. Culverwell	90 00
2838. Jas. T. Taylor	102 50
2839. Edw. Vander Nailen	76 70

2840.	John F. Scally	$36 00
2841.	John Hall	40 00
2842.	Walter E. Hooper	25 35
2843.	Jas. Robert	27 50
2844.	Jos. F. Culver	7 35
2845.	J. Haggerty	6 35
2846.	Robert McLean	6 00
2847.	—— O'Brien	4 15
2848.	Sam'l Drummond	34 70
2849.	C. E. Grunsky	75 00
2850.	J. G. Mather	50 00
2851.	C. N. Wallace	50 00
2852.	F. J. Carroll	20 00
2853.	A. M. Wright	30 00
2854.	A. Thorpe	20 00
2855.	W. A. Gett, Jr.	20 00
2856.	A. J. Campbell	10 66
2857.	J. Garrett	20 00
2858.	S. E. Dickens	20 00
2859.	L. C. Ross (Henry Miller, assignee)	20 00
2860.	John Style	22 50
2861.	J. C. Pierson	150 00
2862.	M. C. De Vere	100 00
2863.	Howard Bassett	75 00
2864.	E. A. Foye	100 00
2865.	Henry Ryan	45 00
2866.	Albert Govan	40 00
2867.	Harry Moore	40 00
2868.	Jos. Boyd	40 00
2869.	James C. Hawkins	40 00
2870.	Chas. F. Koch	40 00
2871.	Peter Foley	40 00
2872.	A. Vander Nailen	50 00
2873.	Jas. O'Brien	50 00
2874.	R. H. Goodwin (C. A. Glidden, assignee)	100 00
2875.	H. Bodwell (C. A. Glidden, assignee)	75 00
2876.	E. J. Leake (C. A. Glidden, assignee)	40 00
2877.	Peter Johnson	32 34
2878.	W. G. Lovell	100 00
2879.	W. M. Doty	40 00
2880.	Ed. Hines (C. A. Glidden, assignee)	40 00
2881.	Phil. E. Drescher	150 00
2882.	W. D. Heath	40 00
2883.	G. B. Drescher	57 50
2885.	Booth & Company	13 65
2888.	C. E. Grunsky	75 00
2889.	F. J. Carroll	50 00
2890.	C. M. Wallace	50 00
2891.	J. G. Mather	50 00
2892.	A. J. Campbell	20 00
2893.	A. Thorpe	20 00
2894.	W. A. Gett, Jr.	20 00
2895.	J. Garrett	20 00
2896.	A. M. Wright	30 00
2897.	S. E. Dickens	21 31
2898.	L. C. Ross (Henry Miller, assignee)	20 00
2899.	John Style	28 50
2900.	A. B. Boschke	150 00
2901.	C. F. Rearden (Henry Miller, assignee)	100 00
2902.	W. F. Beveridge (Henry Miller, assignee)	40 00
2903.	W. S. Dunlevy	40 00
2904.	Walter Hart	40 00
2905.	E. H. Coffey (Henry Miller, assignee)	40 00
2906.	James Banks	45 00
2907.	Wm. Johnson	40 00
2908.	F. G. Smith	5 32
2909.	John Lynch	5 32
2910.	Wm. Jackson	5 32
2911.	Joe Holbrook	5 32
2912.	M. Griffin	5 32
2913.	C. Hanson	5 32
2914.	Ed. Yorke	259 70

2915.	N. King	$155 00
2916.	M. G. King	155 00
2917.	F. R. Coffee (Sacramento Bank, assignee)	105 00
2918.	E. Boehme	40 00
2919.	M. Manson	155 00
2920.	E. S. Taylor	100 00
2921.	E. Boeschke	150 00
2922.	C. F. Rearden	100 00
2923.	W. F. Beveridge (Henry Miller, assignee)	40 00
2924.	W. S. Dunlevy	
2925.	Walter Hart	
2926.	E. N. Coffey (Henry Miller, assignee)	
2927.	Jas. Banks	
2928.	Wm. Johnson	
2929.	M. King	
2930.	M. Manson (Sacramento Bank, assignee)	150 00
2931.	John Judge	40 00
2932.	Ed. Boehme	40 00
2933.	F. R. Coffee	100 00
2934.	Phil. E. Drescher	112 50
2935.	G. B. Cosby	300 00
2936.	Phil. E. Drescher	301 66
2937.	Henry W. Wilson	21 39
2938.	Henry W. Wilson	11 75
2839.	Henry W. Wilson	38 50
2940.	Henry A. Wilson	8 66
2941.	Henry W. Wilson	155 00
2942.	Henry A. Wilson	65 00
2943.	Henry D. Abbott	65 00
2944.	Seth Gainsley	20 00
3045.	C. E. Grunsky	150 00
3076.	C. H. Wallace	100 00
3077.	J. G. Mather	100 00
3078.	Jas. Robert	44 50
3079.	A. M. Wright	60 00
3080.	A. Thorpe	40 00
3081.	J. Garrett	40 00
3082.	W. A. Gett, Jr.	32 00
3083.	L. C. Ross (Henry Miller, assignee)	40 00
3084.	J. Style	45 00
3085.	J. Coglan	21 67
3086.	S. E. Dickens	5 33
3523.	J. C. Pierson (M. Doane, assignee)	78 66
3524.	J. C. Pierson (M. Doane, assignee)	44 50
2690.	J. C. Pierson (Sacramento Bank, assignee)	150 00
2691.	E. A. Foye (Sacramento Bank, assignee)	100 00
2692.	Howard Bassett (Sacramento Bank, assignee)	75 00
2693.	M. E. DeVere (Sacramento Bank, assignee)	25 00
2694.	A. Vander Nailen (Sacramento Bank, assignee)	75 00
2695.	Henry Ryan (Sacramento Bank, assignee)	45 00
2696.	Robert Govan (Sacramento Bank, assignee)	40 00
2697.	Harry Moore (Sacramento Bank, assignee)	40 00
2698.	John J. Cory (M. Doane, assignee)	17 33
2599.	Joseph Boyd (Sacramento Bank, assignee)	40 00
2700.	James C. Hawkins (Sacramento Bank, assignee)	40 00
2701.	Charles F. Koch (Sacramento Bank, assignee)	22 66
2702.	Peter Foley (Sacramento Bank, assignee)	22 66
2703.	Thomas H. King (Sacramento Bank, assignee)	50 00
2704.	R. H. Goodwin (Sacramento Bank, assignee)	102 00
2705.	W. G. Lovell (Sacramento Bank, assignee)	100 00
2706.	H. Bodwell (Sacramento Bank, assignee)	40 00
2707.	W. M. Doty (Sacramento Bank, assignee)	40 00
2708.	E. J. Leake (Sacramento Bank, assignee)	40 00
2709.	Ed. Hines (Sacramento Bank, assignee)	40 00
2710.	H. Meyers (Sacramento Bank, assignee)	26 00
2711.	F. Davis (Sacramento Bank, assignee)	32 13
2712.	Samuel Dolsen (Sacramento Bank, assignee)	150 00
2713.	Richard S. Culverwell (Sacramento Bank, assignee)	100 00
2714.	James T. Taylor (Sacramento Bank, assignee)	100 00
2715.	Edward Vander Nailen (Sacramento Bank, assignee)	100 00
2716.	James Robert (Sacramento Bank, assignee)	75 00
2717.	John F. Scally (Sacramento Bank, assignee)	40 00

2718.	Joseph F. Culver	$40 00
2719.	Walter Hooper (Sacramento Bank, assignee)	12 90
2720.	Eugene J. White	16 77
2721.	John Hall (Sacramento Bank, assignee)	
2722.	Hite McCubbin (Sacramento Bank, assignee)	25 80
2723.	Charles D. Arbuckle (Sacramento Bank, assignee)	40 00
2727.	Samuel Drummond (Sacramento Bank, assignee)	40 00
2685.	Doane & McBean (Pacific Bank, assignee)	4,865 85
2686.	Doane & McBean (Pacific Bank, assignee)	10,967 70
2688.	Doane & McBean (Pacific Bank, assignee)	1,346 45
2725.	Marcuse & Peck (Sacramento Bank, assignee)	105 20
2727.	James Trayner (Sacramento Bank, assignee)	2,523 10
2729.	Wood & Jasper (Sacramento Bank, assignee)	4,105 45
2730.	Sewell & Seaward (Sacramento Bank, assignee)	3,473 13
2732.	John Welch (Sacramento Bank, assignee)	2,125 50
2734.	D. P. Durst (Sacramento Bank, assignee)	3,730 85
2736.	Steinman & Hall (Pacific Bank, assignee)	1,087 88
2738.	Elliott & Maguire (Sacramento Bank, assignee)	3,309 92
2741.	C. D. Rhodes (Sacramento Bank, assignee)	150 00
2742.	P. A. Miller (Sacramento Bank, assignee)	3,712 50
2744.	Patrick Ney (Sacramento Bank, assignee)	1,763 64
2746.	S. J. Stabler	300 00
2755.	Rideout & Binney (Sacramento Bank, assignee)	100 80
2756.	Garrett & Elder	276 14
2757.	E. C. Ross	101 59
2758.	Booth & Co.	58 68
2759.	S. L. Dolsen (Sacramento Bank, assignee)	13 00
2760.	Goodkind & Co.	7 95
2761.	Swain & Hudson	33 95
2762.	Frost & Schaefer (Sacramento Bank, assignee)	24 00
2763.	Ed. Denney & Co.	20 00
2764.	L. M. Justis	76 00
3029.	C. M. Coglan (Sacramento Bank, assignee)	25 00

At this point of time all proceedings were suddenly stopped by the decision of the Supreme Court, declaring the Act to promote drainage unconstitutional. The State Treasurer could pay no more warrants, and those just enumerated remain unpaid, although there is still in the treasury to the credit of the State Drainage Construction Fund the sum of $35,226 35, and to the credit of the Construction Fund of Drainage District Number One the sum of $21,048 75, making in the aggregate the sum of $56,275 10.

The State Controller could not legally draw any more warrants, and it appears that the Directors of Drainage District Number One had, prior to the said decision, passed upon and audited a long list of demands, the original bills and vouchers whereof are now on file in the Controller's office. The following is a list of such audited claims upon which no warrants have been drawn. [There were also other claims which had not been presented and audited, and which are represented as containing equities just as great as those already enumerated.] The following list is believed to embrace nearly all of the unaudited claims, and we are assured that but few more exist:

UNAUDITED CLAIMS.

Jackson Eby, clerical hire on assessment roll	$368 00
Wm. E. Ward, printing water statements	15 00
F. Schlieman, making assessment roll	550 00
Jos. Keough, time order	28 12
Sewell & Seaward, extra bill	223 00
Toomb & Dufficy, board of engineers	266 00
Toomb & Dufficy, extra bills	609 80
Weekly Mercury, publishing delinquent tax list	1,402 50
Levee District No. 1, labor performed on levee	114 00
John Adams, time orders	31 50
H. S. Crocker & Co., assessment books	69 50

G. B. Hardin, making assessment roll	$1,000 00
C. D. Rhodes, salary for March and April	400 00
W. T. Luther, making assessment roll	350 00
Daniel Click, feed furnished, Bear River dam	20 63
J. C. Boggs, collecting taxes	305 25
Thomas Hagen, brush and earth furnished to V Street	604 80
C. B. Kimball, horse hire	48 75
James O'Brien, time orders	169 12
Henry Dalton, time orders	84 87
P. C. Slattery, meat furnished at Yuba dam	156 45
L. M. Justis, meat furnished at Bear River dam	369 47
Roddan & Oakley, timber from land for Bear River dam	2,591 64
P. A. Miller, extra bill	1,795 44
S. B. Carpenter, time order	49 50
Patrick Shea, time order	51 30
Patrick Nolan, time order	36 80
Henry O'Neal, time order	42 10
David Young, time order	88 35
Nelson Lyon, time order	276 50
T. W. Lowell, time order	232 50
John Steinman, time order	5 50
David Wood, time order	87 75
S. O. Wood, assignee, time order	61 05
J. M. C. Jasper, time order	62 50
W. O. Armstead, time order	92 00
F. Kishner, time order	35 00
D. P. Durst, time order	120 00
John King, time order	28 00
C. Schlosser, time order	18 00
	$12,860 69

From the foregoing the following summary may be deduced:

Amount of warrants paid	$308,021 67
Amount of warrants issued and unpaid	55,968 39
Amount of audited claims	179,910 89
Amount of unaudited claims (not over)	17,500 00
Making a grand total of	$561,400 95

Which represents the entire cost of all operations under the Act to promote drainage, if all were paid.

From this total sum of	$561,400 95
Deduct the amount already paid	308,021 67
And we have the total amount now claimed	$253,379 28
From which deduct amount now in treasury	56,275 10
And the net appropriation demanded is	$197,104 18

From an examination of the foregoing statements and lists we ascertain the following facts:

The total amount of audited accounts held by contractors is	$138,286 43
Amount of warrants held by contractors is	43,117 18
Amount of warrants and audited accounts held by engineers	13,315 26
Amount claimed as salaries of Directors, Secretary, and Resident Engineer	4,300 00
Amount claimed for materials, provisions, labor, etc.	23,453 63
Amount claimed by contractors for extra work—audited	13,406 78

EQUITIES OF THE CLAIMS.

It has been erroneously reported, and by many persons believed, that the money expended and liability incurred under the drainage Act, were almost exclusively devoted to the construction of useless brush dams, and we think it only just to say that more than two

thirds of all the works constructed consisted in levees and other means of confining the rivers within their channels.

Your committee do not desire to be understood as in any degree indorsing the drainage Act scheme, and neither do we feel at liberty to criticise the policy or expediency of the law or the scheme adopted under it. It is for us to deal with the people who contracted, as they thought, with the State, and performed labor and sold materials on the faith and credit of the State. These claims are held, in the main, by the original parties, although some of them are in the hands of assignees. The evidence before us shows that the assignees who hold purchased claims either purchased for cash within two or three per cent of par, or gave credit or furnished money to the contractors to enable them to perform their contracts. It is said that several of these claimants have been compelled to mortgage all their property, including their homesteads, by reason of their inability to obtain the money which they had a right to expect from the State. Nor have these people been negligent or careless of their own interests, for it appears that many of the contractors and others consulted eminent counsel before contracting or purchasing State warrants, and were uniformly advised that it would be safe to trust the State under said law. It is stated, and is probably a fact, that the result of a failure to recognize and pay these claims would bring upon many of the claimants financial disaster and ruin. Independently of the legal questions involved, can the State afford to reject these demands? Your committee do not pretend to adjust the amounts, if any, due to the respective claimants, as that duty would necessarily fall upon the State Board of Examiners, if the bill under consideration should pass.

If the same facts and equities existed in favor of any one of these claimants whose claim is just and correct in amount, against a private person or corporation, he would, under the laws of the State, have a right of action, and could, assuredly, obtain a judgment in Court and enforce its collection. The State is sovereign and cannot be sued; and as a corollary to this proposition comes the maxim that the sovereign power can do no wrong. Strict economy in the administration of the public affairs is necessary and just, and so economy in individual affairs is just and commendable; but when economy goes so far as to deprive others of their just dues, or inflicts injury and distress upon confiding innocence, it degenerates, and ceasing to be economy, becomes injustice and oppression. It was not to be expected that every man who put in a bid for a contract advertised to be let, or who worked by the month with his hands, could foresee that the Supreme Court would hold that the Act of the Legislature under which he was employed was in contravention of some clause of the Constitution. The laborer who worked and the farmer or merchant who sold his goods acted in good faith and had good reason to expect pay, and his family had the right to expect bread as the fruit of his toil. Whatever amounts are honestly due the respective claimants, are debts of honor due from the State, and in the opinion of your committee should be honorably paid, unless there is some constitutional inhibition against the assumption and payment by the State. Although the amount required seems large, that is no argument against the justice of the claim. It is small to the State in comparison with the corresponding loss to the individual. The taxpayer will scarcely perceive the burden, while on the other hand many families may be deprived of the necessaries of life.

LEGALITY OF THE CLAIMS.

Your committee having fully considered the equities of these claimants, and having passed upon the same to their entire satisfaction, with unanimous concurrence therein, were not unmindful of the fact that there were great difficulties arising from the decisions of the Supreme Court of this State adverse to the constitutionality of the Act under which the work and services of the claimants had been expended—difficulties which confronted them in the way of a final determination of their duties in regard to the bill referred to them. The decision of our highest judicial tribunal in the State upon the constitutionality of this "drainage" Act, in the case of The People, Appellants, v. Parks et al., Respondents, was filed as early as September twenty-sixth, eighteen hundred and eighty-one, and was published simultaneously through the press of the State, and read with uncommon interest by nearly all its intelligent taxpayers. It was then and has since remained the general opinion of the people that the decision in that case had terminated at least the legality of the claims that remained unpaid and outstanding against the State, arising out of this Act, and that they were declared by such decision to be unconstitutional and void. For section thirty-two of article four of the Constitution provides as follows: "The Legislature shall have no power * * * to pay, or to authorize the payment of any claim hereafter created against the State under any agreement or contract made without express authority of law; and all such authorized agreements or contracts shall be null and void." Therefore, in the estimation of the committee, the claims under consideration resting upon contracts made under an Act which was passed since the adoption of our present Constitution, were themselves transferred from the field of equitable jurisdiction to the province of the law itself, and, being merged therein, were to be finally decided in great part, if not entirely, by the stern letter of the organic law of the State.

It is a notable instance of the fallibility of the most enlightened human reason that one of the learned jurists of that Court dissented *in toto* from the opinion and judgment of the other eminent Judges upon that bench as to the unconstitutionality of this "drainage" Act, while the majority themselves disagreed with each other in some important points determining such unconstitutionality, concurring, however, in the general decision of the question. Such being the case, it did not seem to your committee to be a matter of special wonder that the claimants should have placed confidence in the Act framed by the Legislature and approved by the Governor, acting under their oath of office, and sworn to obey the Constitution governing all alike, and that these claimants should have hazarded their labor and means under an Act having such approval and semblance of constitutionality. Surely, your committee reasoned, if the rule of constitutional construction which generally holds, namely, that every act done under an unconstitutional law, is *ab initio*, void and of no legal force or effect, is of an absolute and universal application, without any exception whatever, then justice would, in many cases, become an unwilling sacrifice to public expediency. It, therefore, became a question in the minds of the committee whether there might not be found in the whole field of constitutional construction some clear exceptions to the general rule which has been so long

formulated and followed, especially in the history of American deviations from the strict letter of the common law rule of decision.

For the purpose of obtaining all possible light upon the legal aspects of the case of these claimants, your committee propounded to the learned attorneys who presented these claims before us in behalf of the claimants, and to the Attorney-General of the State, acting in behalf of the people, the legal proposition in substance as follows: Whether the claimants are protected in their contracts made and executed under the "Act to promote drainage," so far as the same were made and performed, *prior* to the decision of the Supreme Court declaring the Act unconstitutional; and whether the legislative Act itself was not an "express authority of law" sufficient to legalize the contracts made and performed under it, *until* the adverse judicial determination of its constitutionality? The subject-matter of the legal question involved in the proposition thus presented was discussed before the committee at considerable length by Colonel Flournoy and Judge Denson, attorneys for claimants, and subsequently a brief of points and authorities was filed by the former with the committee, which appears accompanying this report, marked "Exhibit A," and made a part hereof. The press of official business at this time falling upon the Attorney-General precluded his making an oral argument before the committee upon the legal proposition submitted to him, but this officer gave to the subject assiduous care and attention, and after several days patient examination thereof, filed with your committee his opinion, fully sustaining the legality of the claims under consideration, the opinion of this officer being hereunto attached, marked "Exhibit B," and made a part of this report.

Wherefore in view of the law as expounded to us by the highest legal adviser and counselor of the State, settling the legality of these claims, your committee hereby recommend that the said Assembly Bill No. 207 do pass.

GRANGER, Chairman.

EXHIBIT A.

BRIEF OF CLAIMANTS.

The power of the Legislature to pass this bill, appropriating money of the State to pay the claims referred to in it, depends upon the construction to be given the latter clause of the thirty-second paragraph of the fourth article of the Constitution of California.

Having expressed other limitations on the legislative power inhibiting extra compensation "to public officers or agents, *after* the service has been rendered, or contract entered into and performed, in whole or in part," the section proceeds to declare: "Nor to pay or to authorize the payment of any claim hereafter created against the State, under any agreement or contract made without express authority of law."

The history of legislation not only in California but generally in all the States before the adoption of the above or similar limitations on the legislative power, was that at each session much time was occupied in the consideration and large amounts expended in the payment of alleged equitable claims against the State, growing up

in a variety of ways, but chiefly through contracts of public officers for repairs, improvements, etc., on public property and grounds, or in causing work and labor to be done and material furnished, to be utilized (as often alleged) in protecting public property. So common has this custom become, and so exorbitant were the demands usually presented and paid (the claims being always gauged at speculative prices because of the supposed risk, the payment depending upon future action of the Legislature), that it was wisely determined to prevent the Legislature from making appropriations to pay any claims based upon agreements or contracts which the Legislature had not upon due consideration previously authorized.

These matters are referred to to illustrate the consistent propriety of the only possible reasonable construction of the thirty-second section of article four.

To hold that it means "by express authority of law" anything more than legislative authorization, would admit a construction which would render the administration of the government simply impracticable.

The general principle enunciated by Judge Cooley, in his admirable work on Constitutional Limitation, page 188, "that when a law is declared unconstitutional it is as though it had never been, rights cannot be built up under it, contracts which depend upon it for their consideration are void," etc., is properly construed correct as a general principle, but subject to an almost infinite number of exceptions. This is well illustrated by an examination of the authorities referred to in the note to Judge Cooley's text, and especially to the cases of Sessums vs. Botts, 34 Texas, 335; Columbia Co. vs. King, 13 Florida, 454–5; People vs. Solomon, 54 Ill. 46; Meagher vs. Storey Co., 5 Nevada, 244. Indeed, none of the cases referred to by Judge Cooley's edition, in the notes to page 188, can be said to fully support the general declaration of the text, if it be construed to mean that no rights nor equities which Courts can and do recognize, ever grow out of the temporary administration of a law afterwards declared unconstitutional and void.

There are numerous authorities recognizing the contrary, besides those already referred to as embraced in his notes, to wit: The People vs. Morris, 3 Denio, 382; a very lengthy case, but worth reading, in order to fully understand its precise bearing.

Also: Gelpcke vs. City of Dubuque, 1 Wall. U. S. 175; Ohio Ins. Co. vs. Debot, 16 Howard, 432; Meyer vs. City of Muscatine, 1 Wallace, 384; Thompson vs. Lee County, 3 Wallace, 327.

Read opinion of Scott Senator in Morris vs. People, 3 Denio, 392 (N. B. 398), precisely in point, upon one proposition.

Many of the above cases arose upon rights growing up under a law as administered, and which had previously even been especially held constitutional by the Supreme Court, at first, but after changes in the personnel of the members of the Court, afterwards was held unconstitutional.

It is, however, most clear that had the "Drainage Act" been declared constitutional by the Supreme Court of California before any of the contracts upon which the equities of these claimants are based had been entered into; if, instead of simply having the Act of the Legislature and the approval of the public officers of the State and the opinions of attorneys, they had also had a decision of our Supreme Court specially holding the law constitutional, there

would scarcely be found a lawyer bold enough to assert that they would then have entered upon the contracts and performed them at the peril of the Supreme Court subsequently changing its opinion, and, in the event of such a change, would have acquired no rights whatever, however lawful and genuine had been their purpose.

Now, it is also equally clear that the decision of the Supreme Court, as to the constitutionality of a law, becomes worthless when subsequently overruled, and cannot be referred to or depended upon in any sense to give integrity, or force, or effect to the law, which the latter decision declares null and void, or as Judge Cooley says: "As though it had never been."

The above suggestions are made and authorities referred to, not because deemed essential to a proper construction of the thirty-second section of article four, but to illustrate the fact that valid and lawful rights may and constantly do depend upon unconstitutional laws, or laws which at any moment may be declared unconstitutional.

The view first expressed as to the proper construction of article four, section thirty-two, of the Constitution, is the correct one, viz.: "express authority of law" means, and can only mean in the connection used, "authority" of the Legislature, or previous legislative authority.

This view is consistent with the history of the character of legislation that caused the provision to be made, and does not involve a construction that would render the Government incapable of being reasonably administered.

EXHIBIT B.

OPINION OF THE ATTORNEY-GENERAL.

SACRAMENTO, February 9, 1883.

Hon. L. C. GRANGER, *Chairman Committee on Claims:*

SIR: I have examined the bill number two hundred and seven. I have also carefully considered the questions upon which the committee has asked my opinion. My opinion is that the Legislature has power to legalize as against the State the unauthorized or invalid act of "any officer." (Const., Art. IV, Sec. 25, Sub. 18.) The "Board of Drainage Commissioners" are officers, and their acts may be legalized, and in my opinion the bill number two hundred and seven does legalize their acts.

The Legislature has all the powers of sovereignty, except as limited by the organic law, State or Federal. I know of no provision of the organic law in conflict with the bill in question. Article four, section thirty-two, Constitution of California, prohibits the Legislature, among other things, from authorizing the payment of any claim against the State under any contract made without express authority of law.

My opinion is that the section thirty-two is not in conflict with bill number two hundred and seven. It is true that the law, by the express authority of which the obligations intended to be met by bill number two hundred and seven were incurred, has been decided to be unconstitutional. But the "Act to promote drainage" was, until pronounced unconstitutional by a competent tribunal, the

"express authority of law" required by section thirty-two. The only question which I shall consider is: Has an unconstitutional law any effect or legal consequence? It has been in some elementary works stated very broadly that an unconstitutional law has no validity, and is as if it had never been. I think, by the light of many carefully reasoned cases, that this is not law. I think that a list of cases, which I shall refer to, prove conclusively that rights and obligations do arise under laws which are in conflict with the organic law. I think the cases to which I shall refer support beyond a doubt the construction that "express authority of law" means enactment by the lawfully constituted Legislature. I believe no civilized society could exist under the construction that no rights are vested and no obligation incurred when the highest power in the State issues its mandate to the citizen. From the date of the decision that a law is unconstitutional it becomes a nullity, but up to that time it claims obedience and affords protection.

Citizens do not and cannot *judge*—they obey—and while they *resist* law at their proper peril, they obey it under the impenetrable shield of "express authority of law," or its equivalent, legislative enactment. A different doctrine would require not only executive approval of every law before it became a safe rule of action, but would require a construction by the Courts, and a further provision that the Courts should never reverse their own decisions. (See 34 Texas, p. 335; 13 Florida, p. 454; 54 Illinois, p. 46; 5 Nevada, p. 244; 3 Denio, p. 382; 1 Wallace, p. 175; 16 Howard, p. 432; 1 Wallace, p. 384; 3 Wallace, p. 327.)

More than one of the cases referred to is where the Courts first sustained a law, and after, when the persons composing the Court were changed, reversed the opinion. Could any Court or lawyer say in such a case that the law was as if it had never been, and that all citizens live and act and hold their property in such fatal insecurity?

I have not felt called upon to discuss the policy of the convention in the adoption of section thirty-two, though such discussion would very materially strengthen the opinion I have given. I will, however, ask attention to the policy and history of the "debris law."

Not one of the opinions given in the case of People vs. Parks questions the power of the Legislature over the subjects treated in the "debris bill." No doubt is expressed but that all the things attempted to be done could be done, and were within the power of the Legislature; but the methods adopted were in violation of the constitutional provisions; the objections were purely and narrowly technical. The bill itself was as maturely considered and deliberately enacted, perhaps, as any law ever passed in the State. It was in the discharge of the highest duty of statesmen, the early and just reconciliation of important but conflicting interests. It was dictated by an enlarged policy, and based upon a generous morality, promulgated by the highest authority in the land, indorsed by public opinion, and obeyed with unquestioning faith.

It is not law that such an Act, though unconstitutional, is without authority and wholly void from the beginning, and it would be difficult to persuade those whose fortunes are ruined and lives wrecked that it is "as if it had never been."

E. C. MARSHALL,
Attorney-General.

ASSEMBLY PETITION.

COMMUNICATION AND RESOLUTIONS

RELATIVE TO

WATER MEASUREMENT.

PETITION.

MARYSVILLE, January 10, 1885.

Hon. W. H. Parks, Sacramento:

DEAR SIR: Inclosed find a copy of a set of resolutions adopted by the Technical Society. I have verbally explained our purpose to you, and will only add a few more words.

The great confusion caused by the different units of water measurement in use in this State has given rise to great many litigations, as they are entirely indefinite. It is in the interest of the whole State that this uncertainty should be removed, and some mathematically correct unit and method of measurement should be established. We further believe it to be in the interest of the State if one or more simple and accurate apparatus should be devised and adopted as the legal measurement, so that if a party in a suit can prove that he ascertained the quantity of water claimed by him by the method and apparatus legally adopted, would furnish prima facie evidence, while a party not using them had to prove the correctness of his method and apparatus. There would be probably only two kinds of methods and apparatus, *i. e.*, for smaller flows the box measurement, and for larger, the wier measurement; the way to use them, with a set of tables, would be compiled and published. A set of standard apparatus should be preserved at the State Engineer's office, or any other State office, if the first should not be continued. Copies of the apparatus could be compared there with the standard, and provided with the official seal. For the wier measurement, sufficient accurate experiments have been carried out at the East, especially by Francis, and the results are directly available for us. Otherwise, it is with the box measurement. For this we have to make a series of experiments, the cost of which will probably run up to $1,500 or $2,000. These would be expended in the purchase and construction of the apparatus and the necessary accessories only, while the Commissioners would serve without pay.

We shall present our memorial at an early date, and hope you will give us your full support. The Commissioners to be appointed by you should be five in number, and selected from among the members of our Technical Society. You would earn the thanks of the whole profession if you would give us your support and help us to the end we aim at. There are no personal advantages to be obtained by our action; it is a perfectly unselfish motion, which, however, will serve greatly to the benefit of our water-using people.

I remain, dear sir, yours very respectfully,

GEO. J. SPECHT,

Vice-President Technical Society, and Chairman of Committee.

Copy of a set of resolutions adopted by the "Technical Society of the Pacific Coast," at the meeting January 5, 1885.

The committee appointed on August 10, 1884, to take means to investigate and report the necessary steps to establish a unit for the measurement of water, submits the following report to the society:

"It is the opinion of the committee that the cubic foot should be adopted as the legal unit of water measurement; that the Legislature should be petitioned to establish such unit; that a Commission of engineers should be appointed by the Legislature to establish two or more convenient systems of measurement, which should be adopted as correct; that it should devolve upon parties using other systems to establish their reliability; that the Commissioners should receive no compensation for services; that the Legislature, however, should provide the means for carrying out whatever experiments may be found necessary before adopting suitable apparatus for the measurement of the quantity of water delivered. The apparatus recommended should be simple in construction and permanent in character.

"The results of these experiments should be carefully tabulated, and such tables, together with a precise description of the apparatus and its use, should be published for free distribution.

"The committee recommend that they be authorized to memorialize the present Legislature to the above effect.

"The committee:

"GEO. J. SPECHT, Chairman,
"AUG. J. BOWIE,
"ROSS E. BROWN,
"W. R. ECHART,
"GEO. F. ALLARDS.

"San Francisco, January 5, 1885."

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